The Bombay Gazette.

No. 7,072.—New Series. BOMBAY:—TUESDAY, NOVEMBER 10, 1868. Annual Subscription in advance...Rupees Fifty Two

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For year in advance, delivered in Town	Rs. 58 0
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LONG ADVERTISEMENTS.

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In the Native languages, double the above.

Domestic Occurrences. Each—Rupee 1.

DOMESTIC OCCURRENCES.

The Charge for notifying a Domestic Occurrence is One Rupee *and the announcement must be authenticated.*

BOMBAY.

BIRTH.

AERS—November 7th, at Mazagon, near the Powder Works, Mrs. T. G. Aers, of a son.

BENGAL.

BIRTH.

OSBORN—October 28th, at Booteriah, Darjeeling, the wife of Captain Osborn, 11th Regiment, of a son.

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (LIMITED), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, very fourteen days.

The Steam Ship "SATTARA," 1,250 Tons, 250 H.P., Commander G. Bates, will be despatched on TUESDAY, the 10th November, at noon, calling at the following Ports, viz.:—

	Nov.		Nov.
Leave BOMBAY	10	Leave Galle.....	20
„ Carwar	12	„ Negapatam	22
„ Mangalore	13	„ Pondicherry	
„ Cannanore	14	„ Madras	24
„ Calicut	14	„ Coconada	26
„ Beypore	15	„ Vizagapatam	27
„ Cochin	16	„ Bimlipatam	27
„ Tuticorin	18	„ Gopalpore	
„ Colombo	19	Arrive CALCUTTA.....	30

This route is the most expeditious and economical for passengers for the Neilgherrie districts, Bangalore and Madras, who can land at Calicut for Beypore, and proceed from thence by rail.

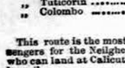
Passengers for Calcutta can take the same route, picking up the Steamer at Madras.

N. B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

(Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)



THE BRITISH INDIA STEAM NAVIGATION COMPANY (LIMITED), under Mail Contracts with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at Kurrachee, Gundur, Muscat, Bunder Abbas, Linga, Bushire, Fao, and Bussorah.

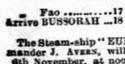
Up.		Down.	
	Nov. Nov.		Nov. Dec.
Leave BOMBAY	2 & 16	Leave BUSSORAH ...	20 & 4
„ Kurrachee ...	6 20	„ Fao	20 4
„ Gundur	7 21	„ Bushire	22 6
„ Muscat	10 24	„ Linga	24 8
„ B. Abbas	12 26	„ B. Abbas	26 10
„ Linga	13 27	„ Muscat	28 12
„ Bushire	16 30	„ Gundur	30 14
	Dec.		Dec.
„ Fao	17 1	Kurrachee.....	2 16
Arrive BUSSORAH ...	18 3	Arrive BOMBAY	5 19

The Steam-ship "EUPHRATES," 750 tons, 150 H.P., Commander J. Avery, will be despatched on MONDAY, the 9th November, at noon.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (LIMITED), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Kurrachee every MONDAY at noon.

The Steam-ship "MAHRATTA," 750 tons, 130 H.P., Commander Scott, will be despatched on MONDAY, the 23rd November, at noon.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

NOTICE.—Consignees of Cargo per Ship "John Elliott," arrived from Calcutta, are requested to despatch Boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co.,
Agents of Ship "John Elliott."

Bombay, 3rd November 1868.

NOTICE.—Consignees of Cargo per Barque "L'Allegro," arrived from Liverpool, are requested to despatch Boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co.,
Agents of Barque "L'Allegro."

Bombay, 2nd November 1868.

NOTICE.—Consignees of Cargo per Ship "New Brunswick," arrived from London, are requested to despatch Boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co.,
Agents of the Ship "New Brunswick."

Bombay, 2nd November 1868.

NOTICE.—Consignees of Cargo per Ship "Helen R. Cooper," arrived from Maulmein, are requested to despatch Boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co.,
Agents of Ship "Helen R. Cooper."

Bombay, 6th November 1868.

CONSIGNEES of Cargo per Barque "Phœnix," from Moulmein, are requested to send their Bills of Lading to us for countersignature and take delivery of their Goods with all despatch, otherwise the same will be landed by the Captain at the expense and risk of the concerned.

RITCHIE, STEUART, & Co.,
Agents for Owner.

Bombay, 4th November 1868.

NOTICE.—Consignees of Goods per Swedish Barque "Augusta" Y. Westerberg, Master, from Mauritius, are requested to send off Boats for their Cargo without delay, otherwise the Goods will be landed by the Captain as they come to hand at the expenses and risk of the concerned.

Captain Y. Westerberg will not be responsible for the condition of any Package after it leaves the Ship's deck.

DADABHOY RUTTONJEE & Co.,
Agents for the Swedish Barque "Augusta."

Rampart Row, Bombay, 5th November 1868.

NOTICE.—Consignees of Cargo per Barque "Princess of Wales," arrived from London, are requested to despatch Boats at once to take delivery, otherwise the Goods will be landed by the Captain at the expense and risk of the concerned.

Captain Le Gallais will not be responsible for the condition of any Package after leaving the Ship's deck.

Delivery Orders accompanied with Bills of Lading to be sent to us for countersignature.

MACDONALD, TWEEDIE, & Co.,
Agents for Barque "Princess of Wales."

Bombay, 5th November 1868.

LAW PARCHMENT.

Sheets 27 by 23 inches.
Rs. 2-8 per Sheet.

SOUNDY & Co.

ENGLISH & EUROPEAN NEWS.

"THE MAIL:"

A Paper containing the news, the principal leaders, a well-digested summary, and all interesting matter from *The Times.*

The Newspaper hitherto known as the *Evening Mail*, having become the property of the Proprietors of *The Times*, IS NOW published

twice a week, under the title of

"THE MAIL,"

at the price of Threepence per copy as heretofore,

The days of publication will be Tuesday and Friday, and each paper will contain the news and all matters of interest appearing in the three previous numbers of *The Times*, which will thus be rendered available, in a cheap and convenient form, for persons residing abroad or in the Colonies.

Subscribers can obtain "THE MAIL" through Newspaper Agents, or may have it from the Publisher, on prepayment at Printing House Square, London.

MALVERN COLLEGE,
President and Visitor.
THE LORD BISHOP OF WORCESTER.

Head Master.
The Rev. ARTHUR FABER, M.A.,
Late Fellow and Tutor of New College, Oxford.

THIS COLLEGE is conducted on the MODEL of the GREAT PUBLIC SCHOOLS, and there is a Modern Department distinct from the Classical.

THE SONS OF GENTLEMEN are educated at a moderate cost, and PREPARED for OXFORD or CAMBRIDGE, and for all Military and Civil Service Examinations.

SCHOLARSHIPS of CONSIDERABLE VALUE are attached to the College, to be held either in the College or at the Universities.

The Pupils are boarded with the ASSISTANT MASTERS, subject to the approval of the Head Master.

Terms for Tuition, £25 per annum to Proprietors, and £31 per annum to non-Proprietors; for Board at Masters' houses, £60.

Full information on application to Henry Aldrich, Esq., the Secretary.

Prospectuses can be obtained of Messrs. SMITH, ELDER & Co., Agents, in either of the Presidencies, or of Messrs. GRINDLAY & Co., London.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company (Limited), under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods *via* Egypt to the above and most other Continental Ports. A limited number of Passengers can be accommodated.

Rates of Fare.

To Suez—1st class £45, 2nd class £25. } exclusive
To Trieste.—1st class £94 10s., 2nd class £37 5s. } of Wines.

Steamers leave Bombay on the 20th of each month and Suez on or near the 15th.

For Freight or Passage apply to Messrs. STEPHEN, KENNARD & Co., London; Messrs. TOD, KENNARD & Co., Liverpool; Messrs. TOD, RATHBONE & Co., Alexandria; AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY, Trieste and Venice, and Messrs. FRAISSINET PERE, et FILS, Marseilles; or to the undersigned in Bombay.

The Steam-ship "MAGDALA," 2,200 Tons, Captain Thompson, will be despatched on the 20th November next.

STEARNS, HOBART & Co.

Bombay, 4th November, 1868.

STEAM TO HONGKONG VIA TUTICORIN.

THE S. S. "NADA," 1,000 tons, Captain Wood, will be despatched to the above Ports about 15th proximo.

For Freight and Passage apply to STEARNS, HOBART, & Co., Agents.

Bombay, 31st October 1868.

HOUSES, &c., TO LET.

TO LET, a BUNGALOW, No. 147 Malabar Hill, recently vacated by C. J. MAYHEW, Esq., Barrister. Apply to REMINGTON & Co., Agents, Land Mortgage Bank of India (Limited).

Bombay, 20th June 1868.

TO LET, on Malabar Hill, the Property of the Bombay Reclamation Company, Limited) in Liquidation)—

Three Houses, Nos. 6, and 7, in Compounds, adjoining each other in line near the public road.

The above will be shown at any time on application to Mr. J. GAHAGAN, Company's Storekeeper, Girgaum, and the terms as to Rent, &c., can be ascertained by addressing the undersigned.

JAMES G. SMITH,
JAMES RANKEN, } Liquidators.

Elphinstone Circle, 24th September 1868.

TO BE LET—Rent moderate (immediate possession, Fort, Elphinstone Circle)—The first entire Floor of the Premises No. 16, G. (known as Cursetjee Fardoonjee's Building, opposite the old Forbes Office), just vacated by Messrs. Jules Seigfried and Co.

On Malabar Hill, three very excellent Bungalows Nos. 72, 73, 74. No. 72 was formerly occupied by W. H. Thacker, Esq.; No. 73 by H. E. Bendir, Esq.; and No. 74 do. Monsieur J. P. Negreponte. Apply to Calliandass Kirparam residing near Bhoolaser Temple, House No. 34.

NOTICES.

WENHAM LAKE ICE on Sale at Government Ice House, No. 2, Apollo Street.

DINNEFORD'S FLUID MAGNESIA.—THE best remedy for Acidity of the STOMACH, HEARTBURN, HEADACHE, GOUT, and INDIGESTION; and the best mild aperient for delicate constitutions, especially adapted for Ladies, Children, and Infants, and for *regular* use in Warm Climates.

DINNEFORD & Co., Chemists, London, and of Druggists and Storekeepers throughout the world.

N. B.—Ask for DINNEFORD'S MAGNESIA.

COPPER PLATE PRINTING, ENGRAVING, &c. &c.

THE PROPRIETOR of the *Bombay Gazette Press* is prepared to execute Copper Plate Printing and Engraving on the Premises.

Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., Card Plates, Wedding Cards, &c. &c., engraved to order, and at moderate prices. Specimens may be seen at the Office.

April, 1868.

TO HOUSEHOLDERS and BACHELORS living in Apartments, &c., &c.—The very recent improvements made by the Engineers to Moule & Co., in their recently patented invention, have now perfected the same, and not only are Moule's Earth Closets beyond the possibility of getting out of order; but *fittings* have been made, and consigned to the undersigned, which can be adapted to any existing accommodation, rendering the same almost as salutary as the adoption of a Closet. No family should be without either an Earth Closet or Set of Fittings. Prices of Closets range from Rs. 95 to Rs. 110, and fittings from Rs. 27.

Apply to CUTLER, PALMER, & Co.

STUDIO.—No. 9, Hummum Street.

SYKES and DWYER,
LANDSCAPE AND PORTRAIT PHOTOGRAPHERS.

Portraits taken daily from 10 A.M. to 4 P.M.

FOR SALE—Views of Bombay, Poona, Sattara, Kurrachee, Sholapore, Beejapore, Caves of Elephanta, Kariee, Groups of Brahmins, Hindoos, Nautch Girls, Bunnias, &c., &c.

NATIVE CHARACTERS.

Houses, Horses, Tombs, &c., taken to order.

KEATING'S COUGH LOZENGES. UPWARDS OF FIFTY YEARS' experience has fully confirmed the superior reputation of these Lozenges in the cure of ASTHMA, WINTER COUGH, HOARSENESS, SHORTNESS of BREATH, and other PULMONARY MALADIES.

Sold in boxes, tins, and bottles of various sizes.

KEATING'S
CHILDREN'S WORM TABLET.

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering a well-known remedy for INTESTINAL or THREAD WORMS.

It is a perfectly safe and mild preparation, and is especially adapted for Children.

Sold in tins and bottles of various es.

KEATING'S
PERSIAN INSECTDESTROYING POWDER.

This Powder is QUITE HARMLESS TO ANIMALS, but unrivalled in destroying Fleas, Bugs, Emmets, Flies, Cockroaches, Beetles, Gnats, Mosquitoes, Moths in Furs, and every other species of insect in all stages of metamorphosis.

Sold in packets, tins, and bottles of various sizes.

☞ The public are particularly requested to observe that all the above preparations bear the Trade Mark. Sold in Bombay by TREACHER & Co., and all Druggists.

CLARENDON FAMILY HOTEL.
(NESBIT LANE, BYCULLA.)

THE present Proprietor, who has just purchased the property and effects belonging to the Clarendon Family Hotel, Bombay, takes this opportunity of inviting the attention of the Gentlemen who have heretofore patronised the Hotel, and of the public in general, to the vastly extended comforts and advantages which the Hotel, under the new Management, affords to sojourners and residents in Bombay.

The present Proprietor, in undertaking the business of the Hotel, has no aim to speculate profit, but he will endeavour steadastly to give the Hotel "a local habitation and a name" among a far wider circle than that in which it may hitherto be known. He has cheerfully made large sacrifices to carry this intention into effect. He trusts that those who visit the Hotel will be ready to testify that the execution does not fall short of the design.

The idea of "home comforts" and of the ease, free from restraint, which one enjoys at "home" has seldom been associated with Indian Hotels. The Proprietor hopes that the present Management of the Clarendon Family Hotel will remove this reproach as far as that Hotel is concerned. With this end in view, he will be happy to receive on most reasonable terms as many permanent residents at the Hotel as can be received without interfering with the intention to make it a home for each and all.

The Proprietor has had experience in the management of an Hotel for a number of years, and having studied the wants of European Gentlemen, he is in a position to make his Hotel all that he promises to make it. Being constantly on the premises, and attending to everything in person, he may assure his patrons that nothing that may conduce to their comfort and convenience shall be left unattended to.

The Clarendon Family Hotel possesses, among others, the following advantages:—

The Hotel premises are finely situated in the vicinity of the Byculla Railway station, while the rooms are lofty and airy, without an obstruction in any direction from buildings in the neighbourhood.

An extensive and beautiful Garden, such as no other Hotel in Bombay can boast of, surrounds the premises, the grounds in the front and rear being spacious and laid out at considerable expense and with great taste.

An abundant supply of Vehar water is available in all parts of the Hotel.

The servants have been selected with care and judgment, and all are men of experience in their profession.

The Proprietor will spare neither trouble nor expense to make the table attractive at all times. The supplies will be procured from traders of the highest respectability, whose position is a sufficient guarantee for the genuineness and excellence of their goods.

CERTIFICATES.

Certificate granted by Lord Strathnairn, G. C. B. and G. C. S. I., late Commander-in-Chief in India.

Perfectly satisfied with the Hotel, the civility and extremely obliging conduct of Mr. Framjee.

(Signed.) Hugh Rose.

Certificate granted by Lord Napier of Magdala, G. C. B. and G. C. S. I., Commander-in-Chief of Bombay.

I have found the Clarendon Hotel comfortable, and the establishment very attentive. (Signed.) R. Napier.

Certificate granted by Lieut.-Colonel R. B. Moore.

I have been here for some days on four occasions. The Proprietor and his people are particularly civil and attentive. The Hotel is quiet and clean, and there are no objectionable persons admitted. I should strongly recommend travellers giving it a trial.

(Signed.) R. B. Moore.

Colonel and Mrs. Turner remained at the Clarendon Hotel for 5 days and found it very quiet and well conducted, the Proprietor most obliging.

NOTICES.

MESSRS. BADHAM & COMPANY.
HOSIERS, GLOVERS, AND GENERAL WAREHOUSEMEN.
Apollo House. Bombay.

By Appointment.

To the late EARLS CANNING and ELGIN;
The present Viceroy and Governor General of India
His Excellency The Right Hon'ble SIR JOHN MAIR LAWRENCE, G. C. B., K. S. I.

SEASON 1868-69.

MESSRS. BADHAM and Company, in announcing the arrival of their Shipments for the present season, beg to call special attention to the great extension of all Departments.

The Goods have been carefully selected by Mr. BADHAM from the best London and Parisian Markets, and in order to obtain the latest novelties, the Goods have been despatched by the Overland Route.

BADHAM'S SPECIAL INDIAN HOSIERY

HOSIERY DEPARTMENT.	Rs.	Rs.
Fine Bro. Cotton Socks, p. doz.	12 to 21	
Superfine do. do.	18 „ 21	
Balbriggan embossed Silk do.	25	
Fine Striped and Fancy Socks...	14 „ 20	
Fine Mixed Silk and Cotton	25	
Superfine Greyand Mixed Merino	13 „ 18½	
Extra Super do. Mixed Striped	21 „ 24	
Lisle Thread ½ Hose	20	
Do. Fancy Striped	23	
Fancy and Striped Silk Socks	25 „ 45	
Ribbed Knickerbocker Stockings for Shikaring &c., per pair	3 „ 6	
Celebrated India Gauze under Vests	4½ „ 6½	
Silk and Wool Pants	7 „ 8	
India Gauze Pants	7 „ 8	
Grey Merino Pants	6 „ 8	
Bathing Drawers, Striped Fancy Cotton	2½	

BADHAM'S SHIRTS

SHIRT DEPARTMENT.	Rs.	A.
Fine Longcloth Shirts per doz.	45	0
White Zephyr Shirts per doz.	55, 60, 65	0
Do. Dress Do. „	75	0
Pure Silk and Wool Shrunk, each.	10	8
Do. all Wool „	10	2
Do. Cashmere „	10	8
Spun Silk Shirts „	12	8
French Printed Shirts per doz.	70	0
Spun Silk Sleeping Suits, each	25	0
Cashmere Do. „	20	0
Silk and Wool Do. (indispensable)	20	0
Prince of Wales Do. „	18	0
THE PRINCE OF WALES'S Colored Shirts: a new Material highly recommended to those who cannot wear Flannel and require an absorbing Material, each	8	8

BADHAM'S THREE-FOLD COLLARS

COLLAR DEPARTMENT.	Rs.	A.
The Pall Mall per dozen	Rs. 7	0
do. with Tie „	7	8
The Belgian „	7	0
do. with Tie „	7	8
The Shakspear „	7	0
do. with Tie „	7	8
The Regent „	7	0
The Indian „	7	0
The Improved West End „	7	0

BADHAM'S SCARFS, TIES, &c.

FANCY DEPARTMENT.	Rs.	A.
The Duke of Edinburgh Scarf.	3	0
The Rotten Row Scarf	3	8
The Bond Street do	3	8
The Bond Street Washing Scarf.	1	0
The Windsor Scarf for Sailor's Knot, Gauze Silk, Satin, &c., Rs. 2-8 to	4	0
An Immense Assortment of all kinds of Scarfs and Ties.		
Guyot's Improved French Braces	2	8
India Rubber with Buck Skin Ends	5	0
The United Service Brace	3	0
Bridle Leather Belts	3	0

	Rs.	Rs.
LINEN DEPARTMENT.		
Damask Napkins of all sizes		
Damask Table Cloths, to dine four to twenty persons		
Gentlemen's Cambric Handkerchiefs ready for use	per dozen	12-8 to 25
Gentlemen's Handkerchiefs, Colored Borders	„	16-8
Gentlemen's French Cambric, with Photographs		32-8

JEWELLERY DEPARTMENT.	Rs.	Rs.
Gold Solitaires, Plain		15 to 30
„ „ Chased		15 „ 30
„ „ Enameled		16 „ 30
„ Sleeve Links		18 „ 30
„ Shirt Studs		14 „ 30
„ Scarf Rings		8 „ 12
„ Scarf Pins (latest novelties)		10 „ 30

TRAVELLING DEPARTMENT.	Rs.	Rs.
Overland Trunks		20 to 32
Solid Leather Portmanteaus		50 „ 70
Railway Portmanteaus		16 „ 30
Leather Bags (of all descriptions)		
Scotch Mauds		12 „ 35
Railway Rugs		12 „ 50
Witney Rugs, Overland Chairs, Invalid Chairs, Bags, Real Morocco Courier Bags, Rug Straps, Belts.		Clothes Cholera

ELLWOOD'S EXTRA QUALITY

HAT DEPARTMENT.		Rs.	A.
Paris Hats		14	0
Drab Shell Felt		10	8
The Celt Black and Drabs		8	8
The Jerome	do.	7	8
The Cantab	do.	7	8
The Isis	do.	7	8
The Derby	do.	7	8

ELLWOOD'S AIR CHAMBER HELMETS BEST QUALITY

Hunting, Patent Inner Bands	
„ Turban „	
„ Lined Cork.	
Helmets.	

The new Regulation Helmets, Hawkes' Patent best Quality.

LINCOLN AND BENNETT'S Black Velvet Hats.....Rs. 16

GLOVE DEPARTMENT.	
Gent's.	Gent's.
Military Doe.	White.
Dogskin.	Straw.
Driving Gloves.	Lavender.
Drab Norway.	Black.
Lisle Thread.	Drabs assorted.
	French Dog Skin.

STICKS.

Best Red Blankets Rs. 25 per pair.

UMBRELLAS.

Gent's Plain and Twill Silk Fox's Paragon Frames, Ladies, Plain Silk, Ivory and Carved Oak Handles.

BADHAM and Company,
Indian Hosiers.

POONA BREAD DEPOT.—The Proprietor of the Poona Bread Depot begs to inform the Public that he is prepared to supply BREAD, BISCUIT, FLOUR, &c. of a superior quality. Charges moderate.

Apply to P. A. DE NAZARETH, at Dhobie Talao, House No. 25.

All orders will be promptly attended to.

MESSRS. GEO. NICOLL & Co. have the pleasure to announce to their numerous Customers that they have received Overland a new Stock of BOOTS and SHOES of all descriptions (English and French).

Messrs. G. N. & Co. take this opportunity of returning thanks for the liberal support received during the past year, and trust by strict attention to all Orders they may be favoured with, to merit a further continuance of the same.

Price Lists, post free on application, containing directions for self-measurement.

24, Meadow Street, Bombay, and 1, East Street, Poona.

13th October 1868.

BROACH EXHIBITION.—Intending EXHIBITORS are particularly requested to send in complete LISTS of the ARTICLES to be EXHIBITED and the SPACE REQUIRED as early as possible.

The Committee will be prepared by the 1st of November to receive Goods of a non-perishable nature.

Machinery requiring power should be sent in not later than the 20th of November.

Perishable articles will be received on the day previous to opening.

Special arrangements can be made for Jewellery, &c.

Prospectuses, forms of demand for Space, and other information, may be obtained by applying to the undersigned.

JAMES GREAVES, Secretary.

Broach, 25th September 1868.

METAL MART, BOREE BUNDER.—LUBRICATING OIL.—Just received a shipment of this Oil from Young's Patent Parafin Light and Mineral Oil Company.

"Jenning's" Patent Tip-up Lavatory Basins with self-closing Supply Valves.

Suction and Delivery Hose.
Galvanised Corrugated Iron Sheets.
Cast Iron, Wrought Iron, and Lead Pipes.
Steam Engines and Boilers.
Plate, Bar, Angle and T. Iron.
Cast, Sheer, and Blister Steel.
Engineers' and Contractors' Tools.
Ornamental Cast Iron Work, Gates and Railings.
Estimates given for all kinds of Iron Work and Machinery.
17th August 1868. W. NICOL & Co.

MILINERY ESTABLISHMENT.
UXBRIDGE HOUSE,
No. 7, CLARE ROAD, BYCULLA,
ALSO
No. 3, HUMMUM STREET, FORT, BOMBAY.
Established in 1851.
MRS. LAKE

Has always on hand a choice selection of Millinery kept up by supplies received OVERLAND.

WEDDING and MOURNING ORDERS executed with the greatest care and punctuality.

Orders from Outstations must be accompanied by a Remittance or reference for payment in Bombay.

N.B.—LADIES' OWN MATERIALS MADE UP.

NOTICES.

GREAT AMERICAN CIRCUS.
TUESDAY EVENING, 10th NOVEMBER.

GREATEST NIGHT OF THE SEASON.

COMPLIMENTARY BENEFIT
TO THE BROTHERS RIDGWAY,
On which occasion the Programme will be entirely new,
THE BROTHERS RIDGWAY
appearing in some of their principal Acts, which have gained for them the high opinion of the whole world.

The entire Company in new and daring Acts of horsemanship, new Scenes in the Arena, new Jokes, &c., &c.

REMEMBER!
TUESDAY EVENING, 10th NOVEMBER.

Doors open at half-past eight; commence at nine.

PRICES OF ADMISSION.

First Class, Rs.	5	Third Class Rs.	2
Second Class „	3	Fourth Class „	1

Seats may be secured at the Circus daily.

THURSDAY, EVENING, 12th.
BENEFIT OF
MR. WALKER AIREY
THE CLOWN.
F. H. POLLOCK, Agent.

WE beg to announce that we establish ourselves in this place as General and Commission Merchants under the style of GEORGE LOCKHART and Co.

GEORGE LOCKHART,
AD PRIER DE SAONE.

Offices, 22, Rampart Row. Bombay, 6th Nov. 1868.

KEROSINE LAMPS.—Just received a large consignment of Kerosine Lamps of various and elegant designs.

Kerosine Hand Lamps.....Rs. 2
Kerosine Table Lamps from .....Rs. 10

Rampart Row. Bombay. SOUNDY & Co.

CHABLIS.

	Cash. Rs. as	Credit. Rs. as.
Superior Bordeaux, a very fine Wine	25 0	28 0

A fresh consignment on sale by

TREACHER & Co. (Limited).

ORANGE QUININE WINE,

is a light and elegant tonic; a promoter of appetite before, and easy digestion after, a meal; a most agreeable vehicle for the administration of COD LIVER OIL, (assisting its assimilation); or, with Soda Water, a luxuriously refreshing and invigorating draught.

	Cash. Rs. as	Credit. Rs. as.
Pint Bottles each.....	1 0	1 4
Quart Bottles Each.....	2 0	2 4

SOLE AGENTS

TREACHER & COMPANY, (Ld.)

MRS. HUNT,
MILLINER,
No. 13, Meadow Street, Fort, Bombay,
and
East Street, Poona,

Begs to inform her Constituents and Ladies in Bombay and at Outstations that she has opened an Establishment in Bombay, where she hopes to secure a continuance of their patronage.

Every description of New and Fashionable Millinery, Wedding and Mourning Materials always on hand, and made up on the shortest notice.

A large and varied consignment of the newest style expected very shortly.

Out-station Orders accompanied by a Remittance will be carefully and quickly attended to.

Ladies' own materials made up.

9th November 1868.

MUNICIPALITY OF BOMBAY.—NOTICE TO CONTRACTORS.—TENDERS are hereby invited for the construction of a Fountain, and the erection of an Iron Railing in the Elphinstone Circle, in the Fort of Bombay.

The plans, sections, and specification may be inspected, and the form of Tender and Bill of quantities may be obtained at the Office of the undersigned.

Tenders written on the proper printed form should be sent in, on or before 12 o'clock, on TUESDAY, the 17th day of November 1868, addressed to A. T. CRAWFORD, Esq., Municipal Commissioner for the City of Bombay, Apollo Street, Fort.

The Municipal Commissioner does not bind himself to accept the lowest or any tender.

By order of the Municipal Commissioner,
RUSSEL AITKEN,
Executive Municipal Engineer.

Bombay, 6th November 1868.

NOTICE.—Sealed Tenders are invited for the Roads near the Churney Road Station of the Bombay, Baroda, and Central India Railway to be delivered on or before the noon of the 12th instant.

A Schedule of quantities and Specification can be obtained on application at the Office of the Architectural Executive Engineer and Surveyor, where the Plans can also be seen.

A deposit of 2 per cent will be required on tendering, to be forfeited in the event of evasion or delay in signing the requisite Deed of Contract, and a further deposit of 8 per cent from the Contractor whose Tender may be accepted.

The Architectural Executive Engineer and Surveyor does not bind himself to accept the lowest or any Tender, and no reason will be assigned for the rejection of, any or all of the Tenders

J. A. FULLER, Lt.-Col., R. E.,
Architectural Executive Engineer and Surveyor.

Bombay, 3rd November 1868.

NOTICE.—Sealed Tenders are invited for a Building for the accommodation of Offices of Public Works Officers at Bombay, to be delivered on or before the noon of the 25th instant.

A Schedule of quantities and Specification can be obtained on application at the Office of the Architectural Executive Engineer and Surveyor, where the Plans can also be seen.

A deposit of 2 per cent will be required on tendering, to be forfeited in the event of evasion or delay in signing the requisite Deed of Contract, and a further deposit of 8 per cent from the Contractor whose Tender may be accepted.

The Architectural Executive Engineer and Surveyor does not bind himself to accept the lowest or any Tender, and no reason will be assigned for the rejection of any or all of the Tenders.

J. A. FULLER, Lt.-Col. R. E.,
Architectural Executive Engineer and Surveyor.

Bombay, 3rd November 1868.

NOTICE is hereby given that the time for submission of Tenders for a Building for the accommodation of Offices for Public Works Officers at Bombay is extended to the 25th instant, and the advertisement corrected accordingly.

J. A. FULLER, Lieut.-Col., R. E.,
Architectural Executive Engineer and Surveyor.

Bombay, 7th November 1868.

DIETETIC PREPARATIONS.
(Infant's and Invalid's Foods, &c.)
IMPORTED BY EVERY MAIL.

	Cash Rs. a	Credit Rs. a.
Arrowroot, finest Bermuda, in tins of 1 lb. each	1 12	2 0
Arrowroot, Speed's Indian, in tins of 1 lb. each	1 8	1 12
Arrowroot, finest West Indian, in tins of 1 lb. each	1 8	1 12
Barley, fine Pearl, in bottles or tins of 2 lbs. each	0 14	1 0
Barley, Robinson's Patent Prepared, in tins of 1 lb. each	1 1	1 4
Cocoa, Epps', 1 lb. or 2 lb. tins, per lb.	1 4	1 8
Cocoa, and Milk Paste, Moore's, ½ lb. tins, each	0 12	0 14
Chocolate, and Milk Paste, Moore's, ½ lb. tins, per dozen	9 0	10 0
Corn Flour, Brown and Polson's, 1 lb. packets, each	0 14	1 0
Corn Flour, Brown and Polson's, 1 lb. tins, each	1 1	1 4
Corn, Aswego, 1 lb. packets, each	0 11	1 0
Gelatine, Morson's, 2 oz. packets, each	0 12	0 14
Gelatine, Nelson's Opaque, 2 oz. packets, each	0 14	1 0
Grants, Robinson's Patent Prepared, 1 lb. tins, each	1	1 4
Hard's Infant's Food, per packet	0 14	1 0
Hassall's Flours of Meats, per case	1 1	1 0
Isinglass, real Russian, fine cut, per ounce.	1 2	1 4
Jellies, Calf's Foot, Imperial Pint Bottles, each	1 8	1 12
Jellies, Calf's Foot, Imperial Quart Bottles, each	2 8½	2 12
Liebig's Extract of Meat (*Extract Carnis*) 1 oz. or 2 oz. bottles, per oz	1 2	1 4
Liebig's Extract of Meat, ½ lb. or ¼ lb. jars, per lb	16 0	17 8
Liebig's Extract of Meat, 1 lb. jars, per lb.	15 0	16 8
Liebig's Extract of Meat Biscuits, per tin each	1 4	1 8
Liebig's Infant's Food, Savory's, 1 lb. tin, each	0 14	1 0
Maccaroni, finest Neapolitan, 2 lb. or 4 lb. tins, per lb	0 14	1 2
Maizena, 1 lb. packets, each	0 14	1 0
Milk, Condensed Anglo Swiss, per tin, each	0 10	1 2
Do. do. do. per dozen	11 0	13 0
Oatmeal, best Scotch, 2 lb. tin, each	1 1	1 4
Revalenta Arabica, ½ lb. tin „	0 14	1 0
Do. do. 1 lb. tin „	2 4	2 8
Do. do. 2 lb. tin „	3 8	4 0
Robb's Nursery Biscuits, per tin, each	3 0	3 8
Robb's Nursery Biscuits, Powder, per tin	1 14	2 2
Robb's Rusks, per tin	4 0	4 8
Sago, Finest Pearl, 2 lb. bottles	0 14	1 0
Tapioca, best clean White, 2 lb. bottles	1 4	1 8
Vermicelli, finest, White Neapolitan, 2 lb. or 4 lb. tins, per lb	0 14	1 0

Bombay and

COMMERCIAL INTELLIGENCE.

BOMBAY BILL AND STOCK LIST.

BANKS.

Subscribed Capital.	Nomi. Value of sh.	Paid up	Last Dividend.	Names.	Rate per Share.
	Rs.	Rs.	p. a.		
1,000,000	100	all	9 p ct.	Agra Bank	126
3,140,000	1,000	all	9 p.ct.	Bank of Bengal	1750
1,200,000	500	all	5 do.	Do. of Bombay New	565
3,750,000	1,000	all	11½ pc	Do. of Madras	1640
800,000	200	all	5 p.ct.	Chartered Bank of India, A. & China	200
700,000	250	all	6 do.	Chartered Bk. of I. & C.	280
1,000,000	500	250	..	Delhi and London	290
3,000,000	250	125	8 do.	National Bank of India	133
600,000	250	all	12 do.	Oriental Bank	460

LAND COMPANIES.

2,150,000	3,000	all	Rs. 80	Colaba Land Co	1150
1,850,000	1,000	all	30	Elphinstone Land	745 to 770
1,980,000	1,000	500	11-14	Do. New	305
..	1,000	1,000	Nil	Frere Land	65
100,000	5,000	4,150	Nil	Mazagon Land	600
..	2,000	1,300	Nil	Fort Canning	265

SHIPPING COMPANIES.

300,000	5,000	5,500	600	Bombay Ship. Co	1350
280,000	2,500	all	200	Bombay Coast	350
160,000	5,000	2,000	..	Prince of Wales Ship Co	1000
120,000	5,000	3,000	250	Union Shipping Co	100
1,150,000	500	500	..	Vingas Patent Slip & Foundry Co	70

RAILWAY COMPANIES.

..	£20	21 8 7 6	5 p. c.	G. I. P. Railway Consolidated Stock	227
..	£20	19 6 8 8	do.	Do. New £20 shares	198
..	£100	1,000	do.	Bombay, Baroda & C. I. Railway Co	1120

MISCELLANEOUS.

80,000	2,000	1,000	9	Apollo Bonded Warehouse Company	640
..	50	50	6	Vechanics' Buildings Company	32
..	2,000	300	12	Kurrachee Landing & Shipping Co	150
100,000	500	all	3 p. c.	Treacher & Co.	190

BANKS IN LIQUIDATION.

		Date of Liquidation.		
1,845,000	500	500 Jan. '65	Bank of Bombay	105
800,000	200	25 "	China	6
1,000,000	250	150 Aug. '67	B'bay Prudency Bk.	101
2,000,000	200	200 Sept. '67	Do. Trdg & B'nkg	30
2,000,000	100	200 Sept. '67	Broker's Bank	67
1,000,000	250	250 Mar. '65	Central Bank	94
500,000	500	250 Feb. '67	Indian Peninsula	16
..	100	20 May '67	Royal Bank	80
..	400	400	S'gal Cr'dit Mobilier	2
1,200,000	400	150 Apr. '67	Old Financial	44

COMPANIES IN LIQUIDATION.

1,000,000	5,200	1,270	Nov. '66	Back Bay Co	350
800,00	3,500	1,450	..	B'bay & Bengal S.S.	900
2,000,00	10	..	..	Frere Reclamation	100
..	2,500	..	..	Iron Shipping	2000

EXCHANGE.

On	Terms.	Rate.
London Banks	6 months' sight	1s. 11⅞d. to 1s. 11 11/16d.
Do. Credits	6 Do. do.	1s. 11⅛d. to 1s. 11 13/16d.
Do. Bonasequa	6 Do. do.	1s. 11⅛d. to 2s. 0d.
Calcutta	At sight	99½
Do.	60 Do. do.	99½ to 99¾
China	60 days' sight	220 nominal

GOVERNMENT SECURITIES.

Five and-a-half per cent.	113½ to 113¾
Five per cent.	108½
Four per cent.	95
Five per cent. (Public Works Loan)	105
Five per cent. Debenture Loan 1866-67	103½
15 years' Debenture Loans	102
10 years' do. do.	108
10 years' do. do.	1 3/4
Six per cent. Municipal Loan	99

BANK OF BOMBAY.

Government Securities	4 per cent
Mercantile Bills	6 do.

PRICES OF BULLION, &c.

Sovereigns each	Rs. 10-9
Bank of England Notes	" 10-4
Spanish Dollars	" 225
Carolus	" 220
Mexican Dollars	" 229
German Crowns	" 110
Five-Franc Pieces	" 223
Bar Silver	" 108-8
Gold Leaf	" 15-1
Bar Gold 10 oz. English	" 10-9

DAILY COTTON MARKET REPORT.

BOMBAY, 9th NOVEMBER.

	Per Candy.
Oomrawuttee New	240 to 245
Akola New	240 to 245
Broach	238 to 240
Dholleras	252 to 255
Bhownuggur	252 to 255
Veeravul	337 to 342
Vingorla	257 to 260
Dharwar Sawginned	235 to 240
Khandeish	232 to 235
Barsee	232 to 235

Ready sales 575 Candies. Market rising.

NEW BANK OF BOMBAY, LIMITED.

STATEMENT of the affairs of the Bank on 7th Nov. 1868.

LIABILITIES.

Proprietors' Capital paid up	Rs.	50,00,000
General Treasury Balance	"	25,00,000
Deposits at Head Office	"	2,17,31,966
Deposits at Branches	"	10,98,969
Bank Post Bills outstanding	"	39,455
Reserve	"	3,616
	Rs.	3,03,74,006

ASSETS.

Government Securities	Rs.	17,93,985
Loans at Head Office and Branches on Govt. Securities, Bullion, Goods and Metals	"	5,16,243
Credit Accounts at do. on Govt. Securities	"	60,23,426
Bills Discounted and purchased at do.	"	27,97,938
Dead Stock	"	4,64,491
Stamps	"	4,693
Balances with Agents & Correspondents	"	10,30,143
Overdrafts	"	1,199
Cash & Currency Notes at Head Office	"	1,61,61,854
Do. do. at Branches	"	15,89,034
	Rs.	3,03,74,006

CALCUTTA.—3rd November, 1868.

There were demands for Government Securities, and a fair amount of business reported to-day at the following rates:—4 per cents at Rs. 5-5, 5-4, 5-3 and 5-2 discount: Public works, 5 per cents, at Rs. 5-6 premium; 5 per cents of 1856-57,—some heavy amounts at Rs. 8-14 and two lots at 8-14 premium, and several small pieces at Rs. 9-0; 5½ per cents at Rs. 13-5 and 13-10 premium.

The following transactions were reported in Banks' and Joint Companies' shares:—

Bank of Bengal shares.—A good number at Rs. 1,749.

National Bank shares, at Rs. 133.

Agra Savings' Bank shares, at Rs. 155.

East India Railway Stock, at Rs. 240.

Great Eastern Hotel Co.'s shares, at Rs. 133½.

Port Canning Land Investment, &c., Co.'s shares, at Rs. 275 for cash, and time-bargains at Rs. 295 for deliveries in two months.

Tirhoot Indigo C.'s shares.—One time-bargain contract, for delivery in two months, reported at Rs. 112.

Bonded Warehouse Association shares were enquired after, but in anticipation of a good dividend before the end of this month, sellers were asking higher prices.—*Englishman.*

MILITARY.

ARRIVALS.—NOVEMBER 9.

Shortt, Major, Staff Corps, on leave, from England.
Neanbard, Major, Staff Corps, on leave, from England.
Allan, Major, 41st Regiment, on duty, from Deolalee.
Harris, Surgeon Major, 23rd Regiment N. I., on duty, from Deolalee.
Gatacre, Lieutenant, 23rd Regiment N. I., on duty, from Deolalee.
Halliday, Assistant Surgeon, Staff, on duty, from Porebunder.
Martin, Lieutenant, 19th Regiment, on duty, from England.
Hill, Ensign, 93rd Highlanders, on duty, from England.
Bolton, Major, Bombay Staff Corps, on medical certificate, from England.
Scott, Ensign, 93rd Highlanders, on duty, from England.
Morse, Lieutenant Colonel, Royal Artillery, on leave, from Matheran.
Newton, Captain, Sappers, on leave, from Matheran.
Goldsmid, Lieutenant Colonel, Madras Staff Corps, on duty, from England.
Luard, Captain, Bengal Staff Corps, on leave, from Indore
Woodhouse, Captain, Staff Corps, on medical certificate, from England.
Hutchinson, Lieutenant, Royal Welch Fusiliers, on duty, from Jungleek.
Maude, Lieutenant Colonel, Deputy Inspector, on duty, from Poona.

DEPARTURES.—NOVEMBER 9.

Spark, Lieutenant, Bengal Staff Corps, on privilege leave, en route, to Gwalior.
Pelly, Deputy Inspector General of Hospitals, Scind Division, on leave, to Kurrachee.
Clifford, Mr. W. W., Acting Inspector of Army Schools, on duty, to Kurrachee.
Harris, Surgeon Major, 23rd Regiment N. I., on duty, to Poona.
Gatacre, Lieutenant, 23rd Regiment N. I., on duty, to Poona.
Goodfellow, Major, Royal Engineers, to rejoin, to Poona.
Mackintosh, Lieutenant, Royal Artillery, to rejoin, to Kirkee.
Shortt, Major, Staff Corps, on duty, to Surat.
Bonderson, Lieutenant, 36th Regiment Madras N.I., on sick leave, to Ootacamund.
Ogilvie, Surgeon, Medical, on leave, to Kolapore.
Kysh, Major, 109th Regiment, to join, to Kurrachee.

SHIPPING.

DAILY FREIGHT REPORT.—9TH NOVEMBER.

London	Cotton	£1 15s. 0d.	£2 0s. 0d.	per ton.
	Seeds	£1 5s. 0d.	Nominal	do.
Liverpool	Cotton	£1 15s. 0d.	to £2 5s. 0d.	do.
	Sea	£1 5s. 0d.	to £1 7s. 6d.	do.
Overland	Cotton	£4 10s. 0d.		per 40 cubic feet
China	Sailing vessel. Cotton			Nominal.
	Steamer do	Rs. 10 to 12		per bale.
	" Opium	Rs. 20 to 25		per chest.
Calcutta	Sail	Rs. 4 to 5		per ton.
Mauritius	Gram			Nominal.

ARRIVAL.

Date.	Vessel.	Commander.	From.
Nov. 9	Windsor Castle	Douglas	London, Aug. 14.

DEPARTURES.

Date.	Vessel.	Commander.	Destination.
Nov. 9	Kurrachee (s)	Lang	Madras.
	Martaban (s)	Sharp	Kurrachee.
	Manchester (s)	Teasdale	Cutch.

The ship David Malcolmson, Watson, to Liverpool, obtained her port clearance yesterday.

The following vessels began to load yesterday:—
Steamer Fhlox, to Malabar Coast.
Ship Erie, to Liverpool.

CALCUTTA.

ARRIVAL.

Nov. 3 River Clyde ..... McVicar ..... Liverpool, June 30.

DEPARTURE.

Nov. 3 Chieftain ..... —

MADRAS.

DEPARTURE.

Nov. 3 Burmah (s) ..... Gray ..... Rangoon.

NEW ADVERTISEMENTS.

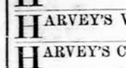
STEAM TO CEYLON, PENANG, STRAITS, CHINA AND JAPAN.

THE P. & O. Co.'s S. S. "Malta," (1,942 tons, and 500 H. P.) Captain George Hyde, will be despatched for the above Ports on Friday, the 13th November, leaving Mazagon at Noon on that day, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras, and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of Opium, the Officer's Receipt for which is not lodged in the Company's Office before 11 A. M. on Wednesday, the 11th instant.

G. F. HENRY, Superintendent.
P. & O. S. N. Co.'s Office, Rampart Row, Bombay, 7th November 1868.

WEEKLY COMMUNICATION WITH ENGLAND.
On SATURDAY, the 14th Nov., at 3 P.M., from Mazagon.



THE P. & O. Co.'s S. S. "Columbian," (2,180 tons, and 500 H. P.), Captain R. Curling, will leave for Suez as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Marseilles, Southampton, &c.

Cargo can also be booked through to Trieste, Venice, Genoa, Barcelona, Havre, Liverpool, or London.

No Cargo can be received on board after sunset on the day previous to sailing.

Parcels will be received at this Office until 11 A.M. on Friday, the 13th instant.

Passengers are requested to send their heavy baggage to Mazagon before 10 A. M. on the day of the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave Mazagon Bunder for the convenience of Passengers at 3 P.M., precisely, on the day of sailing. G. F. HENRY, Superintendent.
P. & O. S. N. Co.'s Office, Rampart Row, Bombay, 7th November 1868.

NOTICE.—MR. EDWARD WALKER is authorised to sign our firm from this date.
Bombay, 9th Nov. 1868. LYON & Co.

A WELL-FURNISHED HOUSE in the Elphinstone Buildings, commanding a fine view of the Harbour, very suitable for a Married Couple, or two Bachelors. Apply to MESSRS. BENNETT & Co.

FOR SALE.—E. I. Burton Pale Ale, Capsuled and bottled by "Parle" in prime condition at Rs. 4-12 per dozen quarts. Apply to OWEN AND OKELL.
40, Meadow Street.

CORN FLOUR.

	Cash. Rs. as.	Credit. Rs. as.
Brown and Polson's ..... per lb.	0 14	1 0
Kingsford's Oswego ..... per lb.	0 14	1 0

FRESH BY EVERY MAIL.

TREACHER & Co. (Limited).

NOTICE is hereby given that Adam Abba has contracted to sell to Memon Hassum Dada. All that piece or parcel of land or ground, with the messuage, tenement or dwelling house and premises standing thereon, situate, lying and being without the Fort of Bombay, in First Memon Wadda Street, and assessed under number 133 and registered in the books of the Collector of Pension and Tax or Land Revenue under Number 2681, and bounded as follows:—on or towards the north by the house of Kurreem Bhanja, on or towards the south by the house of Rahimtoola Ahmed, on or towards the east by the Sweepers' passage and on or towards the west by the First Memon Wadda Street aforesaid. All persons having claims or demands against the said property by way of mortgage, inheritance or otherwise are hereby required to inform the same within fourteen days from this date hereof to me as the Solicitor for the abovenamed Memon Hasem Dada in my office number 10 within the Fort in Forbes Street. In default whereof the sale will be completed without regard to such claims. Dated this seventh day of November 1868. FRANCK CHALK,
For C. Tyabjee,
Solicitor for the Purchaser.

JUDSON'S SIMPLE DYES

AFFORD
BRILLIANT AND FAST COLOURS
ARE
SUITABLE FOR ALL PURPOSES
AND
VERY EASY TO USE

Blue	Magenta
Brown	Mauve
Canary	Orange
Cerise	Pink
Crimson	Scarlet
Green	Violet

	Cash. Rs. as.	Credit. Rs. as.
Per bottle	0 12	1 0

SOLE AGENTS.
TREACHER & Co., (Limited.)

GRANT ROAD THEATRE.

HARVEY'S VARIETY TROUPE.

HARVEY'S VARIETY TROUPE.

HARVEY'S CHRISTY MINSTRELS.

HARVEY'S DRAMATIC COMPANY.

HARVEY'S MISCELLANY.

HARVEY'S VARIETIES.

1ST PERFORMANCE ON WEDNESDAY, 11TH NOVEMBER.

PROGRAMME will appear in to-morrow's issue.

GRANT ROAD THEATRE.

THE
PARSEE ELPHINSTONE DRAMATIC CLUB
will make their first appearance this season
on
SATURDAY, 14TH NOVEMBER 1868,
when the following pieces will be represented:—
WILKS'S Romantic Drama in Two Acts entitled,
THE SEVEN CLERKS,
OR
THE THREE THIEVES AND THE DENOUNCER.
ALLINGHAM'S Screaming Farce of
FORTUNE'S FROLIC.
MONCRIEFF'S very laughable and popular Farce styled
THE SPECTRE BRIDEGROOM!
OR
A GHOST IN SPITE OF HIMSELF!!

PRICES OF ADMISSION

Dress Circle (Reserved)	Rs. 5	Stalls	Rs. 2-8
" (Unreserved)	" 4	Gallery	" 2
Pit	Rs. 1.		

Tickets can be had at the "Oriental Exchange" opposite the Secretariate, and at the Theatre on the night of Performance.

Doors open at 8-30 P.M., Performance to commence at 8-45.

Photographic likenesses of the Amateurs can be had of the Secretary, and at the Theatre on the night of Performance.

ST. ANDREW'S LIBRARY.
THACKER, VINING, & Co.
NEW AND OTHER BOOKS RECEIVED NOV. 7.

Campin's Manual of Hand Turning	Rs	4 8
Smith's Wasting Diseases of Children		5 12
Luke Price's Photographic Manipulation		4 12
Ravenscain's Hand-Book of Gymnastics and Athletics		6 8
Howard's Gymnasts and Gymnastics		7 8
Love's Conflict		1 8
The Lady's Mile. Parlour edition		2 12
John Marchmont's Legacy do.		2 12
Smith's Latin Dictionary		5 12
Doyle's Foreign Tour of Brown, Jones, and Robinson		16 0
Leech's Follies of the Year		12 0
Mr. Pip's Hys Diary. Illustrated by Doyle		11 4
Belgravia. Volume V.		5 12
Smith's Cavalry Outpost Drill		3 8
Mattan's Company and Battalion Drill		3 12
Rankine's Applied Mechanics		9 8
Every Man's Own Lawyer		5 0
Murray's Hand-Book to Rome		6 12
——Paris		2 12
——London		2 12
Macaulay's History of England and Critical Essays 3 Vols. *bound tree calf*		33 0
Goldsmith's Poetical Works, bound Melachite		7 8
Rampart Row. THACKER, VINING & Co.		

NOW READY, PART IV. OF
THE BOMBAY
MUNICIPAL RECORD.
Containing full Reports of the numerous Meetings of the Bench of Justices, from 1st July to 31st September.

(PUBLISHED WITH THE CO-OPERATION OF THE MUNICIPAL COMMISSIONER OF BOMBAY.)

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QUARTERLY GENERAL MEETING OF THE BENCH OF JUSTICES.
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Transfer of Victoria Gardens to Municipality.
Overbridges Contribution.
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Main Drainage.
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Proceedings of Finance Committee.
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SPECIAL GENERAL MEETING OF THE BENCH.
Dr. Hewlett's Leave of Absence.
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ADJOURNED QUARTERLY MEETING OF THE BENCH.
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" from Mr. F. A. Nazareth.
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SPECIAL MEETING OF THE BENCH.
Municipal License Tax.
MR. J. MACKINLAY ON REMEDIES FOR THE SMOKE NUISANCE.

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POSTAL NOTICES.

CHINA MAILS.

The Post Office Packets for Ceylon, Penang, Singapore, and Hongkong, per P. and O. Company's steamer will be closed on FRIDAY, the 13th Nov., at 9 A.M. A packet for late letters will be kept open, on payment of the usual fee, until 10 A.M. Registered letters will be received until 6 P.M. of the previous day.

November	13	December	11
November	27	"	25

AUSTRALIAN MAILS.

November	27	December	25

MAILS FOR MAURITIUS.

The Government of Mauritius having terminated their Contract with the Union Steam Ship Company for the conveyance of Mails between Ceylon and Mauritius, and between Mauritius and Natal, letters, &c., for Mauritius will, in future, be forwarded *via* Aden, to be thence conveyed by the French Mail Packets leaving Aden on the 23rd of every month.

The Mails for Mauritius will accordingly be despatched on the following dates:—

November	14	December	12

As the communication with the Cape of Good Hope and Natal is also thus cut off, all Correspondence, addressed to those Colonies, will under instructions be sent in the Mail for London.

MAILS FOR KURRACHEE AND PERSIAN GULF.

The British India Steam Navigation Company's Steamer leave Bombay for Kurrachee with the Mails every Monday at noon, proceeding on every alternate week from Kurrachee to the Persian Gulf. There are Post Offices at Guadur, Muscat, Linga, Bunder Abbas, Bushire, Bussorah, and Baghdad, to and from which letters, papers, and packets can be forwarded at the Indian inland rates.

The Bombay Gazette.

TUESDAY, NOVEMBER 10, 1868.

MAJOR EVANS BELL, whose name has of late been so frequently before the public, read a suggestive paper before the East India Association, in February last, a copy of which has just come to hand. The essay is entitled "the claims of the natives of India to a share in the Executive Government of their country," and of course the essayist is an advocate of those claims. Now, under some circumstances it might be necessary to discuss the character in which Major Bell appears before the public as the Censor of Indian administration by Englishmen, and the champion of a transfer of power, in some degree, to natives. Happily there is no need to do this, because it is now perfectly well known and avowed that Major Bell has long constituted himself pleader for native princes and apparent native interests. That he ever accepted anything from a native prince, no matter with what motive or for what purpose, must always create distrust in his opinions. We have no doubt whatever that he sincerely held views similar to those he has for years propounded, long before he condescended to accept money payments drawn from native treasuries. But it is impossible to remember that he has been paid, without regarding all he writes and advocates as vitiated by that alloy. By accepting money or presents, even to defray expenses a writer does a deeper harm than that of throwing a cloud over his own advocacy. It brings all who may attempt the enforcement of the claims which natives may have on the dominant power under the self-same kind of dubiety. Thus natives who employ paid agents do an infinite mischief to the cause of sound Government as well as to that they call their own. No advocacy of any cause in which the people of this country are interested will succeed in the long run unless that advocacy be pure and disinterested. It does not do to plead conscientious convictions, there must be absolute freedom from the touch of jewels or gold. In these days such transactions come to, light. Even persons who pay rapid visits to say, Central India, intending to work the oracle for a certain Native sovereign, in Parliament, will find, should they get into Parliament, that their character, proceedings, and status are fully known. Major Evans Bell comes before us to urge native claims, a conscientious advocate, but one who has been paid before, and may be paid now.

What Major Bell demanded last February was the admission of Native Councillors to the Executive Governments, and he professed to advocate this, "not as a great political measure, not as a point of public morals, but in the interest of the Imperial Power, for the furtherance of good administration." We will take it on that ground. How is the case made out? One statement on which Major Bell relies is that Native Civil Servants are not treated with the fairness practised towards the Europeans. Is that strictly true? Do not Europeans sometimes ill-treat and benignly try to ruin one another? And if it be true, surely the remedy suggested—Executive Native Councillors—would be the employment of a tremendous engine to effect a comparatively small reform. The proper mode would be to induce a stricter sense of justice at head quarters. Then there is no public opinion to supervise Governmental action. That is true, but how would the appointment of Executive Native Councillors create public opinion? Further, we are told that no native can step in and offer advice or remonstrance, without invitation and without intrusion. "Neither the Governor General nor any one of the Governors, Lieutenant Governors, Chief Commissioners or their Secretaries, is ever brought into close contact or intimate relations with the inward sentiments, desires and opinions of the people whom he has undertaken to govern. I do not see how this vitalizing communication can ever be really established without the admission of natives to a share in the Executive Government." That is a very plausible and showy way of putting the case, but it is too sweeping, and yet it does not hit the blot. What is the real stumblingblock to intimate relations, the barrier which keeps out of sight the inward sentiments and desires of the people? Is the absence of natives from the Executive Councils half such a barrier as their absence from the dinner table and drawing room? Inability to eat with a man *is* a bar to intimate knowledge. It implies a divergency in the modes of life which like parallel lines can never run into one. A Prime Minister in England often gains a keener insight into the actual state of public opinion and even the temper of his party from men without the Cabinet, than he does from colleagues within. And why? Because he associates with them in friendly intercourse—at the dinner-table, the club, the evening assembly, nay even at the opera; to say nothing of the hunting field, the preserve, and the country house. Mere presence in the Executive Council would but ill supply the want arising from vitally different manners and customs. Whether the reform he suggested be expedient or not, it would fail in effecting the end described, for it would not produce that intimacy which Major Evans Bell desiderates. As to the fitness of natives for high posts, the essayist passes that over as proved. There may be exceptions, but that want of courage, especially moral courage, which a Bombay magnate admits and deplores in his own case, would unfit the bulk, even of the exceptions, for places of trust, upon whom a sudden demand for energetic valour might be made. The truth is that while natives fill, and properly fill, many responsible positions, and perform their duties with great credit, a long course of discipline will be needed to produce the temper as well as the accomplishments required. There is now no law against the admission of natives to the Civil Service, nor even to distinguished positions and honours. If a native gentleman can pass the Civil Service examination Government is bound to take him, and find him employment. But, in order to maintain our foothold here, and keep order, and preserve and extend good government, other qualities are essential which no examination can test. Not even all the young men who pass the examinations possess the character, bearing, nerve, and all that used to be summed up in the word virtue, which the duties awaiting them here exact; and how many natives would, except in bookish theoric, approach the standard? The true way of giving natives a share in government would be by the selection of really high characters; and that discretion ought to be in the hands of the Government.

Major Bell bitterly complains that local patronage is very unfairly distributed to the detriment of his clients, and the gain of those pestilent English. But surely the proportions cited by Major Bell himself are not so extravagantly unfavourable, while the increase of Europeans is made in the interest of good government itself. If, however, there is a tendency to augment the numbers of Europeans or East Indians unduly, the remedy rests with the Supreme Government, which ought to check anything like a job. But we do not gather that Major Bell desires to see a shorter list of servants; what he wants is more for the native element. Yet, if we do not furnish the more efficient and trustworthy agents, how is it that we are here? The wise course for the Government would be to employ the best natives they can find, and if they are strong honest men, they should obtain posts of responsibility. But as long as we are here, we must retain the upper hand, nor admit an inferiority which does not exist, by preferring natives unduly to our own brethren. There is a plain way into the Civil Service for those who will seek it, and it is open to all subjects of the Queen; let them enter by that path; but at the same time a Viceroy ought to have the power to take a valuable man for any service wherever he found him.

FOR some time the art of attack, after suffering brief eclipse on the introduction of iron plating, has been steadily gaining on the art of defence. In the nature of things it seemed reasonable that the attack should remain pre-eminent, as it has always been, with few exceptional periods, since the invention of gunpowder. Even in mediœval days, when a siege was the weak point in military operations, and when campaigns frequently failed because neither the skill nor the engines of besiegers were equal to the task, the attack was not seldom successful, if perseveringly pushed. It was not that the art of making approaches was unknown, but that the devices and battering machinery were clumsy. For more than two centuries, however, the attack has been in the ascendant, and scarcely any known place could resist beyond a given time. When iron came into use, and before guns were improved, the attack seemed likely to lose ground, but the artillerists were only piqued to greater exertion, and they soon bored through iron plates of immense thickness, sending home not only solid bolts, but even loaded shells.

An invention by Captain Moncrief, of the Edinburgh Militia Artillery, bids fair however to restore the ascendancy to the defence, or at least to increase, by many degrees, the dangers of the attack. What he has devised and produced is a gun which can be loaded, elevated to the level of a rampart, fired, and brought down again, without so much as showing any of the machinery or the men who work it. We quote from *The Times* the following account of the piece:—

"Speaking generally, the apparatus consists of three principal parts, all of iron. There is a small carriage upon which the gun rests, supported at its trunnions and breech. The carriage lies between two 'elevators,' or, more simply, rockers, which are affected by its motion. The third part is the platform upon which the elevators roll. A box containing weights is affixed to the front of the elevators, and the weights are so regulated that the force of gravity acting upon them suffices to bring the gun and carriage into a position for firing just over the parapet, or, let us rather say, the thing to be fired over, unless a greater force be set at work to drive the piece backwards. Suppose the cannon to be charged and laid upon the point to be struck. The curved elevators stand almost perpendicularly, the end with the weighted box being down, and the other holding the gun and carriage being above. The lanyard is pulled, the friction tube ignites the charge, a flash and a roar, and as the shot rushes forth upon its errand the gun descends smoothly and quietly, in a curve which has certain peculiar attributes of its own, to the loading position, completely hidden from the enemy. The box or counterweight is raised a short distance and brings the motion gradually to an end. It would then sink again, raising the gun, but that it is held suspended by the action of a catch in a toothed wheel. Then the gun is loaded, and, if no new object is to be fired at, is laid while under cover. If the mark is moving rapidly, the piece is laid after its rise, when the man responsible for the accurate aim stands safely under cover with his back to the parapet and gazes into a small mirror where he sees the reflection of the ship or column of troops. He has only to bring his reflected mark into line with a very accurate sight, and he knows that the direction of the line of fire will be all that can be desired. The elevation is also given from under cover by means of an index bar attached to the trunnions, and moving its delicate finger along a graduated arc drawn upon the side of the carriage. During the whole operation not a single man need show hand or head above the crest of the parapet."

This original weapon has been successfully tried at Shoeburyness, where three artillerymen, unused to the machinery, made satisfactory practice, firing ten rounds in twenty-two-minutes; and we are told that gunners and engineers alike are unanimous in favour of the invention. Now, we submit that if it can be perfected and proved efficient on further trial, the new gun is a gain to the side of defence. Moreover it renders unnecessary recourse to the barbette system, always so precarious and insecure; it does away with the necessity for casemates and shields; it reduces the object which an enemy can fire at to a minimum, and leaves the men safe from everything but vertical fire. The simplification of the art of defence becomes obvious. Earthworks, well revetted and covered, may suffice. The primary duty of selecting good positions is one that no discovery can abolish, but even in that respect the improvement is considerable, for sites would do for Moncrief guns which would be valueless for elaborate works on existing models. The Shoeburyness correspondent of *The Times* thus enumerates some of its advantages:—

"Among the most prominent of its probable effects we may notice the following:—Greater safety for the men than can be obtained by any system which involves ports or embrasures. Not only is there no opening to invite hostile shot and shell, but there is actually no object for the enemy to aim at. The appearance and disappearance of the gun follow each other too rapidly to give time for aiming, and riflemen will be of no use against the gunners, for they never need show a finger above the parapet. Where mortars cannot be brought on land against guns thus mounted no roof is needed, and men love better to fight their guns in the fresh air than in close smoke-filled casemates. Great use may be made of gunpits cut in the side of hills or any elevated ground with a slope in front. Guns thus scattered in pairs will be more valuable than in ordinary batteries for harbour defence. Nothing harasses ships so much as a distributed but converging fire. They receive a heavy pounding, and cannot possibly silence their scattered foes. The case of motion as the gun recoils causes so trifling a shock to the pivots or racers on which the platform rests, that a railway may well be laid down in a fortress for the guns to travel on. Thus 60 pieces might be concentrated at one point in half an hour, rise suddenly, and unexpectedly deliver their accurate fire, and then disappear, to show their muzzles again at the same spot or at another, as a look out man may direct them. When hard pressed for men, the work can be done by a few gunners. It is doubtful whether the 7-in. gun on ordinary carriage could be worked at all by three men. Certainly they would take a long time about it. A few guns so concealed will be of more value than many more showing themselves over the parapet or through embrasures. No iron shields will be needed. The apparatus itself, though costly when compared with ordinary carriages, will wear better, on account of its free motion, devoid of friction. The principle can be applied to ships and siege carriages; water or steam can be used where the recoil cannot well be made to raise a counterweight. Indeed, there are endless possible applications of the system."

We have said enough to draw the attention of military men to this remarkable experiment in gunnery. Nor should it occupy their attention alone. All Governments are deeply interested in an innovation which, if it prove pucka, promises something approximating to absolute immunity for all ports and harbours, and considerably enhances the defensive power of all well armed and well supplied fortifications.

WE observe that Sir W. Yardley, formerly Chief Justice at Bombay, is seeking to be returned as member for Ludlow. He has come forward as a Liberal.

A TYPOGRAPHICAL error in the latter part of the following paragraph, which appeared in yesterday's issue, rendered it unintelligible:—

According to the "Indian Daily News" a return has been transmitted to the Secretary of State, showing the names, appointments, salaries and period of residence in India of all Uncovenanted Civil Servants (Europeans and East Indians) of the Bombay Presidency as they stood on the 1st April, 1868. Our contemporary asks if this has any reference to the pension and furlough rules.

THE head quarters of the Army will be transferred to Bombay from to-morrow inclusive (Nov. 10). The following Staff will probable accompany the Provincial Commander-in-Chief, the Quarter Master General, Judge Advocate General, Military Secretary, and Assistant Adjutant General of the Army.—*Deccan Herald, Nov.* 9.

ORDERS have been issued for the departure, during the present week, of two companies o- the 2nd Grenadier N. I. for Bombay to supplet from the date of his return to duty."

WE learn from a letter from Mhow, dated the 5th instant, that the head quarters of the 21st Brigade Royal (Bombay) Artillery, marched out of camp on that morning en route to Bombay and England.—*Ibid.*

WE hear that Mr. Currey has asked the opinion of the principal officers of the B. B. & C. I. Railway Company about the arrangements that are in contemplation for the opening of a Pension Fund for its servants, and it is believed that the example set by the Great Western Railway in granting this boon will soon be followed by our local Railway.—*Guzerat Mitra, Nov.* 8.

THE Baroda Railway has at last, it appears, despaired of chaining the mighty Nerbudda at the Broach station. It is resolved to erect a bridge at Uttarwada where the breadth of the river is not so wide and the force of its current is decidedly small. It is supposed that this bridge will necessitate an expense of about ten lacs, and an addition of ten miles to the whole line with a great curvature near Broach.—*Ibid.*

ACTIVE measures are taken to afford employment to the famine-stricken people that daily come to Ahmedabad from Marwar. It appears that Government has directed the Executive Engineer of the place to commence some works of public utility at once for the purpose, and the Collector has issued notices to these unhappy sojourners to repair to the Public Works Department, where they are employed in the work they are competent to perform and allowed some extra money in addition to daily food.—*Ibid.*

MR. JONES, the newly appointed Engineer of the Irrigation Department, has submitted his plans to the Government with an able report urging the desirability of cancelling the former survey which included a great many villages of the Gaekwar, and commencing the important work

THE MYSORE ACCOUNTS.

We believe that the accounts of the late Maharajah of Mysore were given to the world contrary to Sir John Lawrence's wish, not in any clandestine manner, as Mr. Bowring supposes, but owing to the mistake of an official subordinate. The enquiry into the accounts as it affects the Government seems very simple. The Commissioner and officers under him have been for months overhauling everything in the palace—pensions, debts, stables, elephants, and the appointments of hundreds of parasites who did nothing; and have been putting things to rights as far as, in the nature of things, was possible. We are not aware of any marked distinction between the Maharajah's public and private accounts. Everything was more or less in a muddle, and everything had to be gone into. Sir J. P. Grant, it must not be forgotten, was employed from December 1844 to the close of 1846 in looking into and compounding the Maharajah's debts, and no such distinction was raised on that occasion when the chief was alive, and we had no duties to discharge to his successor.—*Friend of India, Nov. 5.*

REVIEW AT BANGALORE.

There was a grand review of all the troops in Garrison on Monday morning the 2nd instant. Lord Napier, with the Chief Commissioner, was present on the ground, and the general public mustered pretty strongly. The Governor of Madras was received with a salute of seventeen guns, the same compliment being paid him on leaving the ground. It was a matter of general remark, that the review was one of the most brilliant Bangalore has seen for a long time. The morning was bright, cool, and cheery, and the troops presented a splendid appearance. The march past showed them off to perfection. The 2-19th, in firm and serried ranks, the Sappers in deep scarlet, the Lancers, about the most showy and yet efficient corps of the whole, were all remarked on and admired. The evolutions of the latter especially were gone through in capital style. Altogether from the number and appearance of the troops, Bangalore may well lay claim to be the first military station in India.—*Bangalore Herald.*

CAPTAIN CUNNINGHAM'S SUIT AGAINST SIR WILLIAM MANSFIELD.

The "Friend of India's" London correspondent says—The report is true that Captain Cunningham, late paymaster of the 88th, has commenced a series of actions against Sir William Mansfield and several members of the court by which he was condemned. As you will recollect, he was sentenced to be cashiered and to five years' penal servitude. The former part of the sentence was for desertion, the latter for embezzling the public money. The cashiering stands good; but the penal servitude has been remitted on an examination of the trial by the Judge Advocate General here, who thought that Captain Cunningham had not a fair opportunity given him by the court of cross-examining the witnesses against him on the charges of fraudulent misappropriation, and thus testing the value of the evidence which induced the court to convict him. I fancy, however, that his newly instituted legal suits will be very slow in their operation. I doubt if a writ issuing from Westminster Hall to Calcutta can oblige Sir William Mansfield or any of the defendants to "appear" either in the ordinary or the legal acceptation of the word before the Common Law Judges here; and if Captain Cunningham obtains any satisfaction, he will have to wait till your Commander-in-Chief returns to England.

THE VICEREGAL COUNCIL.

This Council met at Simla on the 28th October.

EVIDENCE BILL.

The Hon'ble Mr. Maine moved for leave to introduce a bill to define and amend the Law of Evidence. He said it would probably be sufficient to state that the bill embodied the draft rules of law which the Indian Law Commissioners had recently prepared on the subject of evidence. There was probably no subject on which a codified law was more wanted in India, and the Commissioners had fully stated in the report which had been circulated to hon'ble members, the reasons for all the changes which the bill proposed to introduce. If he got leave to introduce the bill, he proposed to ask His Excellency the president to suspend the rules for the conduct of business, and, on their suspension, to introduce the bill with a view to its publication in the "Gazette." There was no use in now dilating to any length on the technical subjects comprised in the Bill.

The motion was put and agreed to.

Mr. Maine then asked the president to suspend the rules for the conduct of business. The president declared the rules suspended. Mr. Maine then introduced the bill.

GENERAL STAMP BILL.

The Hon'ble Mr. Cockerell moved for leave to introduce a bill for imposing Stamp Duties on certain instruments.

The motion was agreed to, and the bill was introduced.

ARTICLES OF WAR.

The Hon'ble Colonel Norman asked the president's leave to postpone the motion, of which he had given notice, that the bill to consolidate and amend the Articles of War for the government of Her Majesty's Indian Forces be referred to a select committee.

Leave was granted.

IMPROVEMENT OF LAND (N. W. PROVINCES) BILL.

The Hon'ble Mr. Strachey moved for leave to introduce a bill to facilitate the improvement of land in the North-Western Provinces.

The motion was agreed to, and the bill was introduced.

The Council then adjourned till the 4th of November.

SALVAGE EXTRAORDINARY.

The merchant ship "Bremensis," on her voyage from Bombay to Liverpool, was most unaccountably stranded on a ledge of rocks close in shore at the Island of Ascension, under rather extraordinary circumstances, as elicited by a court of inquiry, which attached great blame to the captain of the ship. Of the occurrences subsequent to the wreck the agent of Lloyd's at Ascension sends an account, of which the following is the essence:—"Some forty men of the crew of Her Majesty's ship "Flora," Captain Wilmshurst, Governor of Ascension, were employed to recover the cargo, and in three days they transhipped on board a storeship, which has just discharged cargo at the island, about 2,000 bales of cotton. For some cause or other, known only to himself, the Governor at the end of that time withdrew the men of H.M.S. "Flora." Thereupon the captain of the 'Bremensis' requested a survey of the ship and cargo. According the first and second lieutenants of the 'Flora' were appointed to act as surveyors, and they, on the ground that there was no available labour for the work of salvage on the Island of Ascension, decided that the ship and cargo must be sold by auction. The wreck, consisting of the ship and from 2,000 to 3,000 bales of cotton remaining on board, was so sold, and was purchased by Captain Wilmshurst, the Governor, for £20 sterling, the captain of the stores ship purchasing the boats for £5. It is necessary here to mention that the amount of the insurance effected on this ship and cargo, as near as can be ascertained, was between £120,000 and £150,000. After the sale had been thus concluded, the crew of the 'Flora' recommenced the salvage of the property for the new owner, Captain Wilmshurst, working as volunteers, after the Government working hours were over. The weather all the time being remarkably fine, and the ship close in shore, their labours were not severe nor unsuccessful." Captain Grant, R.N., bearing credentials from the Admiralty, has been despatched by the underwriters and the salvage committee of Lloyd's to the scene of the several remarkable occurrences. The committee have since received a despatch from the Board of Trade stating that Captain Wilmshurst, the purchaser of the ship and remaining cargo, has given notice of a claim of £12,654 for salvage services in respect of the portion of the cargo salved, before the sale. The claim for £12,654 for the 2,000 bales saved, placed besides the purchase of the ship, and from 2,000 to 3,000 similar bales for £20, has a singular appearance. Doubtless a portion only of this amount for salvage (when paid) goes to the Governor; the remainder will be appropriated as wages for the men for their first three days' work.—*United Service Gazette.*

Many of the old familiar faces, says the *Daily News* of the 16th October, will be missed from the benches of the House of Commons when the new parliament assembles. There are only thirty-one members who have retained their seats amid the vicissitudes of the thirty-six years which have passed away since the election of the first reformed parliament in December, 1832. Some, like Mr. H. B. Baring, Mr. Brocklehurst, Sir R. Bulkeley, and Lord Hotham, retire from political life. Others, including Mr. Gladstone, Mr. Roebuck, and Mr. J. Abel Smith, are called upon to fight for their seats. Others, again, like Lord Ernest Bruce, Mr. Corry, the Speaker, and Sir George Grey, look forward to a quiet re-election to the new assembly. And again there are a few who have offered themselves to the enlarged constituencies, and finding the fight strongly against them, have withdrawn from hopeless contests. Among these are Mr. Milnes Gaskell at Wenlock, and Colonel Peers Williams at Great Marlow. The latter has, on gallant gentleman has sat for Marlow without interruption for 48 years.

INDIAN NEWS-LETTER.

(From our own correspondent.)

CALCUTTA, 31st October.

Three officers of the Bengal army, viz., Lieutenants Plowden, Macleod and Johnstone, who had a few months ago been ordered on service to join the 10th Madras Native Infantry at Dorundah in Chota Nagpore, have returned to Calcutta, suffering severely from liver and fever, and will be obliged to proceed home on medical certificate at once. Two of them had only recently returned from England. The climate of Dorundah is said to be execrable.

I have had an opportunity of examining some of the bows and arrows used by the Coles in these and the Rajmahal districts. Instead of using bow strings they have a narrow band of bamboo, which has string lacings at the ends. They must be very strong, and if known to savage tribes would make their bows very formidable weapons. The arrows are tipped with iron and feathered like our own, though it is said the Coles poison them. I doubt this.

It is said that the Commander-in-Chief will arrive here on the 18th of next month, preceded by the Governor General, who may arrive any day after the 10th. The Major-General Commanding the Division is away on inspection duty at Darjeeling and will return about the 5th proximo, when he will inspect the troops at Dum-Dum, Fort William, and Alipore. He has already done this by the troops at Barrackpore.

The second battalion Rifle Brigade have received orders that they are not to leave the Presidency till February, when the 96th Foot from Poona is expected to reach Calcutta. At present there are so many officers in Fort William that on some returning from leave they were permitted to reside in Calcutta and draw Presidency house-rent. The 96th are very strong, and some of them on arrival may have to do likewise. Fort William has the 2/60th Rifles, the 3/25th R. A., 3 companies 26th Cameronians, the 14th N. I., two companies 1st N. I., and the local European company all in barracks, so that it is very crowded. There have been only four deaths in the Fort during the year—two officers' wives, one officer of the 2/60th Royal Rifles, of cholera, and another of sun-stroke received whilst out shooting in the hills. It is certainly the healthiest place in Calcutta.

Scurvy has broken out in the 14th N.I., and they have been granted a ration of one ounce of lime-juice per diem all round. This has been caused by the want of a more liberal milk diet, which the Seikhs are accustomed to. They may probably be sent up country, although not down in the relief.

I notice the deaths of Major Priestley of the Bengal Staff Corps, and Major Hathorn, Bengal R. A., announced.

By the last published orders it is stated that Colonel W. C. Green, Bengal Army, retires in January. The promotions will be very numerous in his room, and are as follows:—

To be Lieutenant Colonels—Majors A. Blackwood, 59th N. I.; T. P. Waterman, 13th; O. E. Rothney, 45th; W. Agnew, 29th; J. L. Nation, 57th; W. B. Irvin, 10th; W. B. Girdlestone, 67th; C. F. G. Lamb, 62nd; J. E. Fraser, 4th; J. S. Rawlins, 44th; J. Smith, 51st; W. Davis, 31st; J. T. Watson, 12th; A. D. Dickens, 38th; J. J. Hume, 48th; R. Ouseley, 34th; J. A. McMullin, 50th; C. B. G. Bacon, 3rd Europeans; G. W. M. Hall, 26th; C. F. Smith, 39th; G. S. Macbean, 74th; R. A. Wapper, 55th; W. H. S. Earle, 20th; R. T. Leigh, 6th Europeans; E. Thompson, 4th Europeans; C. F. Innes, 60th; H. K. Burne, 2nd; S. F. Graham, 5th Europeans; J. R. Pugh, 47th; A. L. Bright, 66th; P. Wright, 46th; J. J. Gibbs, 68th; C. W. D'Oyly, 58th; F. G. Stainforth, 61st; W. D. Morgan, 22nd; M. H. Hawes, 63rd; H. T. Bartlett, 21st; H. R. Wroughton, 40th; H. R. Drew, 6th Europeans; J. F. Richardson, C. B., 49th; E. Dandridge, 73rd; F. P. Layard, 19th; J. F. Campbell, 2nd Europeans; B. P. Lloyd, 11th; and W. N. Lees, 42nd N. I. The other steps will be:—

59th N. I—Captain and Lieutenant Colonel H. A. Dwyer to be Major, and Lieutenant E. L. Ommaney to be Captain.

1st—Captain and Lieutenant Colonel R. C. Germon to be Major, and Lieutenant B. R. Chambers to be Captain.

45th—Captain and Major A. E. Osborn to be Major, and Lieutenant W. F. Edwards to be Captain.

29th—Captain and Lieutenant Colonel P. F. Gardiner to be Major, and Lieutenant C. J. Garstin to be Captain.

57th—Captain and Lieutenant Colonel T. H. Wilson to be Major, and Lieutenant R. A. Wauchope to be Captain.

10th—Captain and Lieutenant Colonel J. E. L. Willows to be Major, and Lieutenant C. S. Maclean to be Captain.

67th—Captain E. Thompson to be Major, and Lieutenant C. Case to be Captain.

62nd—Captain and Lieutenant Colonel T. H. Sibley to be Major, and Lieutenant W. Hamilton to be Captain.

4th—Captain and Lieutenant Colonel G. D'Aguilar to be Major, and Lieutenant G. H. W. Hoggan to be Captain.

44th—Captain and Major W. T. Fagan to be Major, and Lieutenant A. England to be Captain.

51st—Captain and Major E. Tyrwhitt to be Major, and Lieutenant H. M. Pratt to be Captain.

31st—Captain and Major R. H. Price to be Major, and Lieutenant A. E. Campbell to be Captain.

12th—Captain T. C. Anderson to be Major, and Lieutenant J. L. Ferris to be Captain.

38th—Captain and Colonel C. Cureton to be Major, and Lieutenant R. C. Clifford to be Captain.

48th—Captain and Major W. E. Marshall to be Major, and Lieutenant C. A. de Kantzon to be Captain.

34th—Captain and Lieutenant Colonel C. C. Drury to be Major, and Lieutenant F. E. A. Chamier to be Captain.

50th—Captain and Lieutenant Colonel B. E. Bacon to be Major, and Lieutenant J. W. O'Gowda to be Captain.

3rd Europeans—Captain and Major T. H. Chamberlain to be Major, and Lieutenant G. W. Holdsworth to be Captain.

96th—Captain and Major J. Emerson to be Major, and Lieutenant R. D. Osborn to be Captain.

39th—Captain and Lieutenant Colonel J. D. MacDonald to be Major, and Lieutenant E. H. C. Simpson to be Captain.

74th—Captain and Major H. Grant to be Major, and Lieutenant C. A. Dodd to be Captain.

55th—Captain and Major W. D. Hoste to be Major, and Lieutenant F. Lance to be Captain.

20th—Captain and Lieutenant Colonel C. H. Barchard to be Major, and Lieutenant H. A. Lewis to be Captain.

6th Europeans—Captain and Lieutenant Colonel E. Swiney to be Major, and Lieutenant A. L. Playfair to be Captain.

4th Europeans—Captain and Major R. S. Simonds to be Major, and Lieutenant E. R. C. Wilcox to be Captain.

60th—Captain and Major J. Keer to be Major, and Lieutenant R. M. Clifford to be Captain.

2nd—Captain and Lieutenant Colonel T. James to be Major, and Lieutenant J. R. Marrett to be Captain.

5th Europeans—Captain and Lieutenant Colonel J. M. Nuttal to be Major, and Lieutenant G. C. Udny to be Captain.

47th—Captain and Lieutenant Colonel G. McAndrew to be Major. (There being no Lieutenants in the 47th N. I., Lieutenant W. H. Rickett, of the General List Infantry, will be promoted to his Captaincy.)

66th—Captain J. A. Tyler, V. C., to be Major, and Lieutenant G. Young to be Captain.

46th—Captain and Lieutenant Colonel T. W. Mercer to be Major, and Lieutenant E. C. Corbyn to be Captain.

68th—Captain and Lieutenant Colonel W. R. Gordon to be Major, and Lieutenant C. L. Woodruffe to be Captain.

58th—Captain and Major W. Elwyn to be Major, and Lieutenant T. Dayrell to be Captain.

61st—Captain and Lieutenant Colonel E. H. C. Wintle to be Major, and Lieutenant W. Hamilton to be Captain.

92nd—Captain and Lieutenant Colonel S. J. Hire to be Major, and Lieutenant W. C. Anderson to be Captain.

63rd—Captain and Major B. W. Ryall to be Major, and Lieutenant W. Snow to be Captain.

21st—Captain and Lieutenant Colonel G. N. Cave to be Major, and Lieutenant J. P. Harris to be Captain.

40th—Captain and Major J. Burn to be Major, and Lieutenant H. C. A. Szczepanski to be Captain.

6th Europeans—Captain Lieutenant Colonel E. Oakes to be Major, and Lieutenant W. V. F. G. Jacob to be Captain.

49th—Captain and Lieutenant Colonel W. Gordon to be Major, and Lieutenant T. R. Davidson to be Captain.

73rd—Captain and Major C. D. S. Clarke to be Major, and Lieutenant H. G. Becher to be Captain.

19th—Captain and Lieutenant Colonel J. W. Briston to be Major, and Lieutenant H. M. Heathcote to be Captain.

2nd Europeans—Captain and Major A. Paterson to be Major, and Lieutenant H. V. Riddell to be Captain.

11th—Captain and Lieutenant Colonel A. W. Owen to be Major, and Lieutenant F. H. Woodgate to be Captain.

42nd—Captain F. Allen to be Major. (There being no Lieutenants in the 42nd N. I., Lieutenant C. Mercer, of the General List Infantry, will obtain his Captaincy.)

31st October.

Lieutenant Colonel E. Bradford, of the Bengal Staff, and Garrison Quarter Master, Fort William, has been appointed to officiate as second in command of the 8th Regiment N. I., vice Major A. Taylor, who is proceeding on furlough to England under the new rules. Captain E. S. Fox, S.C., attached to the 1st N.I. at Dum-Dum, has been given Colonel Bradford's berth. I may here state that the Commander-in-Chief has made these changes, as he considers the appointment of Garrison Quarter Master should be held by an officer not above the rank of captain. It carries Rs. 250 a month staff, and is therefore nearly as good as a permanent second in command. Owing to the promulgation of the new Furlough Rules, as many officers as can go home under its provisions are taking leave at once, and before March next a large exodus will have taken place. This will create numerous acting appointments, to which the poor doing duty-wallahs of the army may aspire.

Army head-quarters are expected here shortly, although nothing definite has as yet been settled. The cold weather has commenced, and with it mosquitoes are overwhelming us. As an old resident of Calcutta I have never known them more numerous or so venomous.

CORRESPONDENCE.

THE CATHEDRAL ORGAN DEBT.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—I think Mr. Mull's suggestion for a loan to be taken up to meet his claim on the new Organ in the Cathedral is an excellent one, for there must be many persons concerned for the good name of the Cathedral who would willingly share in the liability as sureties. The other suggestion, to make a monthly collection, is one that but to be named ought instantly to be adopted; indeed, with a knowledge of the facts before the Chaplains, I am amazed at their inaction. To take Mr. Mull's figures as the basis of our collections, or rather what may fairly be expected to be realized monthly, viz. Rs. 250, this would touch our pockets to the alarming extent of about Rs. 1½ each individual monthly; for I presume that I am right in estimating that the average attendance, the year round, is 200. Now, shame on that individual who does not feel bound to contribute this mite monthly to such an object, to relieve assumed sureties from their liability. To trifle with the subject is to trifle with a gentleman who, to speak for myself and for many others, affords valuable service and no inconsiderable delight at every recurrence of the first day of the week.

I enclose my card.

ANOTHER CHURCHMAN.

Bombay, 7th November, 1868.

"PINNOCK" CORRECTED.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—The "Times of India" says that cotton arriving here reaches its destination. What a fool poor old Pinnock must have been! I have now altered my ideas of geography as follows:—The capital of Western India is a large city indifferently known as Bombay, Liverpool, or Manchester. Its enormous cotton industry is well known. During the American war the Bombay or Lancashire operatives suffered considerably from the restriction of this industry. The Queen derives one of her titles from this place, being Duchess of Lancaster or Bombay. Mr. Gladstone, in the last Parliament, was member for South Bombay, or as the English, with insular ignorance, call it, South Lancashire, &c.

EX-MILITAIRE.

MR. KNIGHT, JOHN BRIGHT, AND "NATIVE OPINION"

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—"Native Opinion" compares Mr. Knight's "speech" ("N. O." doesn't say it was read from a printed copy) to "one of Mr. John Bright's masterly efforts." Really this is more than flesh and blood can bear. Of course this is not really native opinion, or the natives are much bigger fools than I thought them; but if it is, it differs remarkably from the opinion of cultivated Englishmen. I must say of he opening and ending of the paper—or speech it was not—that unless I had heard it with my own ears, I never could have credited the possibility of a man making such an exhibition of arrogance, impudence and bad taste. Mr. Knight assumed without the slightest ground that he stood alone among the European Justices in vocating Town Duties. If he did not do so it was not his fault, for I know for a fact that the outrageous conceit of the speech and Mr. Knight's offensive assumption of leadership, listening to which an Englishman did not know where to look, well nigh drove into the lobby of his opponents several European Justices whose lights did not allow them to oppose the Town Dues Bill. Mr. Knight will be claiming the credit of the conversion of the "16." His influence was quite the other way.

9th November, 1868. A JUSTICE.

THE IMPRISONED BROTHER OF THE GAEKWAR.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—I have read with a considerable amount of interest, not unmingled with surprise and pain, the articles which have appeared in your paper concerning the imprisonment of Mulharao, the brother of the Gaekwar of Baroda. But on reading the short paragraph in your issue of this morning, setting forth the state of health of this unfortunate young man, and the treatment which he is still receiving from his wretched brother, unchecked by the representatives of the British Government in Bombay, I felt as an Englishman a feeling of shame come over me, and that I could hold my peace no longer. I am given to understand that Mulharao is the heir-apparent to the throne of Baroda; that he has been imprisoned by his brother, the present reigning prince for political reasons; that the Residents for the past five years have reported favorably of the policy of the Gaekwar in this matter; and that Sir Bartle Frere and the present Gover nor of the presidency have taken no direct means to ascertain for themselves that the reports of the different Political Agents are correct. I understand from the articles which have appeared in your journal, that Mulharao and his friends and advisers have petitioned on various occasions, pointing out that the reports which have been forwarded to the Government by the Residents, concerning the prisoner and the treatment which he receives, are not in accordance with facts, and that, although this man has been in prison for five years, no attention worth naming has been paid to the prayers and petitions of himself and his friends by the Governor of Bombay.

If I may judge by the discussions which have been going on lately at the meetings of the Bench of Justices, I think that I begin to see a little public spirit rising in Bombay, and that people are not quite so much afraid as they used to be to speak their minds. Under these circumstances I hope that I shall not be considered impertinent if I presume to criticise the conduct of the Governor of Bombay. I would ask Sir Seymour Fitzgerald, if he does not think that it would have been more to the honor of the British nation, and his own, if, instead of enjoying himself quite so long at Poona and at Mahableshwur, he had taken a trip to Baroda and ascertained for himself, whether an act of injustice, disgraceful to the country, was or was not being perpetrated by a barbarous reigning prince towards his defenceless brother. If what has been reported be true, and I firmly believe that it is, a nice feeling the natives must have of the justice of the British Raj, and the honor of the Satraps who draw their salaries for the proper administration of the country. Here is a man, a prince, the heir-apparent to the throne of Baroda, within a few miles of Bombay, allowed to rot and probably die in prison without being visited by the Governor who is bound by treaties to protect him! Are the antecedents of Colonel Barr, the present Resident, as a Political Agent, and who was Agent formerly at Kattiawar, such as to make the Government perfectly satisfied with his reports, against the rumours, prayers, and petitions which are constantly coming in? I am surprised that Sir Seymour Fitzgerald, who at home as an Under-Secretary has rendered some service to the State, listening to Councillors on a question of this sort without perfectly satisfying himself by personal observation that he is not being misled.

AN ENGLISHMAN.

The Duke d'Aumale is about to publish a pamphlet on the Battle of Sadowa, in which he pleads extenuating circumstances for the vanquished Benedek.

Overtaxed Eyes.—A New York paper says that the number of nearsighted persons to be seen in public have greatly increased of late years, particularly of children, many of whom, though of quite tender years, wear eye-glasses. Much of this is due to overtaxing the eyes by reading in the cars, or by twilight, and also to the bad regulations in our schools, which injure the sight. Unless something is done to remedy the evil, we shall soon be in as bad a condition as the people of some parts of Europe, where it is the exception to find persons who are not nearsighted.

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

LONDON, 2nd Nov., Afternoon.

In the Liverpool Cotton Market to-day prices were held firmly.

Fair Dhollera 8⅜d.

The ship "Shooting Star" arrived at Havre from Bombay.

The "Ceylon," from Southampton, takes £51,000 in specie for Bombay.

LONDON, 3rd Nov., Afternoon.

In the Liverpool Cotton Market to-day prices continued to be held firmly.

Fair Dhollera 8½d. to arrive.

The Manchester Market is quiet, and prices are unchanged.

7 lbs. Shirtings 8s. 6d.

8¼ lbs. do. 10s.

40s Mule Twist 1s. 2d.

The ships "Hurricane" and "Bucentaur" have arrived from Bombay.

HYDERABAD (DECCAN).

Our correspondent, writing from Hyderabad, says that the recent decision of the Government of India, removing the restrictions imposed on native chiefs regarding the dismissal of their dewans, will have a bad effect at the capital of the Nizam's dominions. Already endless intrigues have disgraced the court, having for their object the dismissal of Sir Salar Jung from the post of minister, and the appointment of one of the members of the family of Nawab Shums-ool-Oomrah. This family is related to the Nizam. Up to the present time all such intrigues have been frustrated by the support given the minister by the Government of India.

Grain is rising in price at Hyderabad; no scarcity was apprehended, though it is certain the *rubbee* crop will fail over a large portion of the Nizam's country, unless the N. E. monsoon is violent and squally.—*Englishman, Nov. 2.*

BOMBAY.

The following cases of cholera were on Sunday last reported to the Health Officer:—1, Funnuswady, recovered; 1, Candawady, died; 1, Sonapore Lane, recovering.

We are sorry to hear that the number of "loafers" is increasing in Bombay, and that some of these gentry have annoyed several respectable people of late by their importunities. The police, we are sure, will see to this.

We have pleasure in referring to the advertisement of the Parsee Elphinstone Dramatic Club. The Club is already favourably known to the public, and showed an energy and spirit in its previous performances that augured fair success in the dramatic art. We wish it's members a fortunate season.

The body of a Hindoo, name unknown, was found floating on the surface of the water at Sanklee tank, near Byculla, yesterday morning. It was taken out by a policeman. There being no evidence forthcoming, the Coroner issued a warrant for the disposal of the body.

The following passengers sailed yesterday per steamer "Martaban," Captain Sharpe, to Kurrachee:—Mrs. and Miss Phayre, Dr. and Mrs. Pelly, Mr. W. W. Clifford, Major and Mrs. J. A. Kysh, Mrs. Mainwaring, Captain and Mrs. Wood, and Mr. DeSilva.

A short time ago Keekabhoy Hurnarrayen, manager of the Guzerat Trading Company, was charged before Mr. Sandwith, Session Judge of Ahmedabad, with having embezzled a large sum of money belonging to the Company. He was convicted and sentenced to three years' rigorous imprisonment and a fine of Rs. 1,000; in default of payment of the fine, to suffer further imprisonment for one year.

We have to remind our readers that there will be a very attractive performance to-night at the Great American Circus, for the benefit of the Brothers Ridgway. The programme will comprise the principal acts in which these surprisingly clever artistes have appeared, besides a great variety of performances by the entire strength of the company. This cannot fail to ensure a full house for the beneficiares.

The following passengers arrived yesterday per ship "Windsor Castle," Captain Douglas, from London:—Major and Mrs. Bolton and family, Dr. and Mrs. McAllum and family, Captain and Mrs. Saunders, Mr. Douglas, Miss White, Mr. Cullen and family, Miss Rankin, Captain Woodhouse, Lieut. Hutchinson, Lieut. Martin, Ensign Scott, Ensign Hill, Mr. White, Mr. Remington, Mr. Murray and family, Mr. and Mrs. Sullivan, and Mrs. Cornish.

Sunkersett Charitable Dispensary.—The total number of patients treated during the last month in this Dispensary was 529, of these 338 were Hindoo; of whom 223 were males; 45 Mussulmans, 22 being males; 120 Parsees, 41 being males; 9 Christians, 5 being males; and 17 of other castes, of whom only 3 were males. With regard to ages there were 130 under ten years of age, 87 under twenty, 251 between twenty and forty, 51 between forty and sixty, and 10 upwards of sixty. Out of the 529 patients treated, 251 were cured, 234 absented, one died, and 43 are remaining under treatment.

Yesterday a case was called on in the Small Cause Court before J. O'Leary, Esq., in which Charles Drury was the plaintiff, and Lawrence Lawson, who lately traded in Bombay with Mr. Whittaker, deceased, was defendant. It appears that on the 20th September 1865 the plaintiff obtained a judgment against the defendant for Rs. 1018-14, out of which Rs. 500 had been paid; and Rs. 518-14 of the amount of the judgment remaining unsatisfied, a summons was issued against the defendant to appear in Court on the 7th October last to show cause why execution should not issue thereon. The defendant resides at Panchgunny and the summons was served upon him at that place. He had been sick for the last three months. Mr. George Norton appeared in Court for the defendant and admitted the receipt of the notice. He requested the Court on behalf of the defendant that if the execution was issued, the defendant might be allowed to pay the amount by instalments of Rs. 100 a month. The plaintiff refused to receive any instalments, and the Judge ordered execution to issue for the full amount.

WEEKLY STATEMENT OF THE MUNICIPAL REVENUE.

From Monday, 2nd November to Saturday, 7th Nov., 1868.

	Rs.	a.	p.
Wheel Tax	3,400	12	4
House Rate	26,474	2	7
License Tax	398	0	0
Police Rate	4,276	5	6
Lighting do	3,073	7	6
Water do	9,576	1	6
Halalcore Cess	3,239	13	2
Market Fees	927	12	3
Fees through Police Commissioner, including Liquor Licenses, &c.	457	0	0
Miscellaneous Fees	567	8	0
Fines and Penalties	648	15	0
Total Rs...	53,039	13	10

W. Maidment,
Controller of Municipal Accounts.

GIRGAUM POLICE COURT.—9th Nov.

(BEFORE R. H. SHOWELL, ESQ.)

Reckless Driving.—A Hindoo tailor named Mahadhav Ramchunder, was placed before His Worship, and charged with driving a carriage at Breach Candy Road in a rash and negligent manner. The prisoner and three others were in a carriage near the Portuguese Church Chowkey, when the prisoner was driving very fast. The carriage was stopped by a policeman who was doing duty at that place. The prisoner was convicted and sentenced to pay a fine of ten rupees.

Theft.—Chintoo Govind was charged with stealing two silver ornaments, belonging to one Gunnoo Luxmon. His Worship found the prisoner guilty of the offence, and being an old offender, sentenced him to be imprisoned with hard labour for three months.

Public Opinion in Eastern Virginia.—The following is a copy of a portion of a letter from a Virginian lady who, before the war, was the wife of a large slaveholder. It was written to a relative in this country from a town in Eastern Virginia, where the writer's ancestors resided for a century before her:—"I sometimes wonder what—would feel if he could open his eyes on this old 'burg.'—Rip van Winkle did not find greater changes than he would see. The whites abuse the coloured folk for want of thrift, yet they who once went barefoot, hatless, and unkempt now have even on week days all the marks of this change in being clothed and in their right mind, in the use of their faculties. Their step is no longer the hurried one of those pursued by fear, nor that of sloth and listless despair, but free and springy. In short, it is vain to try and describe what this change is; but I thank God I live to see it. The snare is broken, and they and I have escaped. I think this is a silly, passionate, mad people. They are in high feather since Johnson's defeat of Congress at his trial, and are defiant in the hope of a Democratic President. This is shown in irritation on the old subject, 'the negroes.' They denounce all of the race who think of standing up for suffrage, or any right of support as members of society in taking part or interest in the government of themselves. All are dismissed from employment who dare to do so."

ADJOURNED MEETING OF THE BENCH OF JUSTICES.

DISCUSSION ON THE HOUSE-RATE.

Yesterday afternoon the adjourned meeting of the Bench of Justices was held in the Durbar Room Town Hall, for the purpose of considering the Municipal Commissioner's Budget for 1869. There was a large attendance of Justices, and Mr. L. H. Bayley occupied the chair. Mr. Crawford, being still unwell, was not present at the meeting; but he had written a letter to the Clerk to the Justices, in which he stated his opinion that a 6 per cent. house-tax was quite heavy enough. The discussion on the house-tax was opened by Mr. Currey, who moved that in the present state of the municipal finances it was not expedient to reduce the percentage of the house-tax, but that it should remain at 7 per cent. This motion was seconded by Mr. Gumpert. Mr. Dosabhoy Framjee in a lengthy speech proposed an amendment, that the house-tax should be reduced to 6 per cent., which was seconded by Mr. Nowrojee Furdoonjee. Mr. Sorabjee Shapoorjee Bengali and Captain Hancock spoke in support of the motion, the latter gentleman remarking that he would be quite willing to reduce the house-tax if he saw his way to the Municipality getting out of debt. Mr. Knight, after some opposition to his being allowed to *read* a prepared speech, then read to the Bench an able speech in support of the amendment. Mr. Gumpert having spoken in support of the motion, Mr. Wood moved the adjournment of the debate, which was opposed by those in support of the amendment, and on being put to the meeting was lost by a majority of 42 to 33. Mr. Wood then addressed the Bench in support of the motion, but was much interrputed by cries of "divide" from the opposite side. Seeing that the supporters of the amendment were unwilling to listen to Mr. Wood, Mr. Connon moved that the debate be adjourned, which was again lost. Mr. Wood again proceeded, but was obliged to refrain from delivering great part of his speech owing to the interruption from gentlemen sitting opposite. Mr. Russel Aitken followed in support of the motion, and he also was assailed by persistent cries of "divide" from the opposite side. The supporters of the proposal for the reduction of the rate were in a majority, and were determined to have a division on the question, and stated their resolve to sit even till midnight, with that view. This was only a fair tactic; but since they objected to an adjournment ordinary fairness and politeness required that fair hearing should be given to speakers. The reasons put forward by them for opposing the adjournment was that they were men of business and could not spare so much time, but no doubt the real reason was that they were determined to bring the question to the vote as long as they had a majority. And notwithstanding that the Chairman pointed out that if they would not consent to an adjournment it was only fair that a patient hearing should be given to speakers, the supporters of the amendment, led by Mr. Dosabhoy Framjee, kept up an almost continuous interruption, of which they apparently could not see the injustice, and at a quarter to seven o'clock Mr. James Taylor moved again that the meeting be adjourned. The supporters of the motion then agreed that, as the other side were bent on stifling all further discussion on the subject, though several other gentlemen wished to speak, they should leave the room, and they consequently retired in a body. The amendment and motion were then put to the meeting the amendment being carried almost unanimously, only two gentlemen, native Justices, voting in its favour. Only three European Justices voted in favour of the amendment. The Chairman then adjourned the meeting till Wednesday at two o'clock.

THE GROUNDING OF THE SHIP "THORNDEAN."

OFFICIAL INQUIRY.

The court of enquiry, consisting of John Connon, Esq., Acting Chief Magistrate of Police, and Captain Robert Curling, Commander of the P. & O. Company's steamer "Columbian," re-assembled yesterday at the Fort Police Court to conduct an investigation into the circumstances connected with the grounding of the ship "Thorndean," on the Oorun reefs, while in pilotage charge, on the 1st October last.

Mr. Hearn, Government solicitor, appeared to watch the case on behalf of Government, and Mr. Cleary, solicitor, appeared on behalf of the pilot, Mr. Morris.

Mr. John MacMillan, first mate of the ship "Thorndean," was the first witness examined and he corroborated in material points the testimony of Captain Jopp, who was examined on the 2nd instant, and whose evidence we have already reported in the *Bombay Gazette* of the 4th.

William Moore, sworn, and examined by Mr. Hearn—I am an able seaman on board the "Thorndean." I was at the wheel on the 1st October, I went to the wheel when the pilot came on board and remained there until the ship went on shore. I got all my orders from the pilot. From where I was at the wheel I could see the red buoy and the black buoy. The pilot came aft several times: once just before the ship went ashore. While the ship was veering I heard the captain say, "Pilot, you had better bring the ship to in time and not run any risk." The pilot made no reply, but remained where he was while the ship was veering. He then trimmed the sails and brought the ship to the wind. I was on the starboard side of the wheel and could not see the black buoy. I heard Mr. Morris ask the probationary pilot whether the ship would go near the weather buoy. The answer was "No; she will go to leeward." He then went forward immediately. I did not hear the captain say anything to him before he went. I think they both went together. The pilot came aft again immediately and I heard the man at the lead give five fathoms, upon which the pilot remarked to the captain that the man had given wrong soundings. They both then went forward again. I did not hear any order given about the anchor; but I heard the anchor go. This was as soon as Mr. Morris could have got forward. The ship struck about three minutes after I heard the anchor go. They were paying out chain all the time, and continued to pay out chain till the ship struck. She struck only once. It was not much of a shock, but the wheel went out of my hand. The ship's head did not alter at all till she drifted on to the reef. The lower mizen-topsail was set before we got under weigh the second time.

Michael Henry, sworn, examined by Mr. Hearn—I am an able seaman on board the "Thorndean." I was at the lead on the 1st October, from the time the anchor was weighed the second time till the anchor was let go before she struck. I took a cast of the lead every five minutes. The greatest depth of water I had was 10½ fathoms. The lowest depth was 4¼ fathoms. The last cast was 5 fathoms. I got 5 fathoms twice, and one cast 5¼. After the last cast of 5 fathoms the pilot said I had given wrong soundings. The pilot then let go the anchor. I came out of the chains. At that time the 15 fathoms shackle was on the windlass. After I left the chains I went into the forecastle to get a chew of tobacco, and as I came out I met the pilot with the lead line in his hand. The ship struck before I came out of the forecastle. I was not in the forecastle two minutes.

Captain John Dixon, Surveyor to Lloyds' Agency, Bombay, deposed that he had in company with Captain Clark, surveyed the ship "Thorndean" and produced a copy of the survey

guishable desire to help those whom circumstances had ground down, so that their own glorious nature might have free scope to develope itself in such a way as the Heavenly Father had seen fit to appoint under their own peculiar circumstances. It was this feeling that had stimulated her in all her works, and it had never wavered in her mind, but had induced her to go on under the most discouraging circumstances, and often in the greatest apparent failures. She felt the greatest faith and courage in going out to this new work. She was truly thankful that they all sympathised with her. It would be a great help and encouragement to her. But not only had she felt herself that their own views of religion which they regarded as "the truth as it is in Jesus," had helped and stimulated her, but she felt perfectly confident, from what she had seen in India, that it was especially those who held their views who could properly draw out the people of India. Many who held dogmas and believed them essential to salvation did not feel stimulated to help these poor down-trodden beings unless they could at the same time introduce to them those dogmas which they deemed essential to salvation; and therefore they were not willing to come forward unless they were privileged to try to draw them to their own religious views. In England she had made the Christian religion the basis of all her teaching; especially in the institution which was more peculiarly under her care. She should rejoice to do the same in India, and it was a great self-denial to her that she could not; but at the same time, she was withheld by a duty. If she did so, she would prevent herself, in the first place, from being admitted to teach those ladies, and, in the second place, she should be acting incorrectly towards the Government of this country; because she went out to India, though not endorsed by them, still with friendly encouragement and introductions from them, and while she was in India she was most kindly received by all the representatives of the Government. She knew that a certain course had been adopted by them—a certain principle laid down which they considered most important, and the breaking of which might cause many painful events. That principle was that there should be no interference with the social and religious views and customs of the natives. It was not for them now to discuss whether this was wise or not. It was a principle laid down by the Government, and it was the only principle on which those who went out connected with the Government could work. It was accepted with the greatest joy by the natives, and so far from the Government introducing a godless teaching, as had been often said, from her own experience and observation she should say that the system adopted by the Government had really more undermined heathenism than any amount of Christian teaching that could be given. It had perfectly undermined heathenism, for she could tell them confidently that she never now met with an educated Hindoo who had the smallest belief in idolatry, and they felt grateful when they found that they all acknowledged and worshipped one common Father. She therefore thought the Government were wise, and she should adopt their system with the greatest confidence. She should adhere strictly to the principle laid down by the Government, the observance of which had gained for her the confidence of the natives, among whom she could go freely. They had seen that she had acted scrupulously to what she had said. She publicly stated in every city she entered that she valued Christianity exceedingly [illegible] it was that which had enabled her to do all [illegible]d done, and that, in fine, it prompted her to go to [illegible], because it taught her that they were all the children of the same Father; but as she should not allow anyone to interfere with her religious views, so she did not consider it just to interfere with those of others. This had been received with great satisfaction, and as there was a general confidence among those who knew her, and through them among others, that she would keep strictly to what she proposed, she had been admitted freely to intercourse with the natives. Natives had said they had no objection to Christianity as Christ taught them, and she therefore felt that in going out among them—to sympathise with and not to dogmatise to them—she was doing much to spread the influence of that blessed Gospel which they all so deeply prized. She was glad of the opportunity of stating her views to them, in order that they might not imagine, as she fancied some imagined, that she less valued Christianity and its importance because she was taking this long voyage not to teach Christianity but to prepare for an improved education. She was ready to go, because she knew that she should be able to do good, to elevate the natures of those ladies; and she knew that the gentlemen, their husbands, fathers, and brothers most earnestly desired that they should be elevated.

SPORTING.

CRICKET AT DEESA.

A CRICKET MATCH was played at Camp Deesa on the 15th October between the E-14 Royal Artillery and the 49th Regiment. We append the score, from which it will be seen that the 49th Regiment won, with two wickets to fall:—

E. 14 ROYAL ARTILLERY.

	First Innings.		Second Innings.	
Gunner Johnson	b. Penfold	1	b. Warren	8
Driver Ellis	b. Penfold	1	b. Penfold	0
Qr. Mr. Sgt. Phillpotts	b. Warren	16	b. Penfold	2
Bomb. Roberts	ct. Ens. Eyre	2	b. Warren	0
Gunner Deighton	b. Penfold	0	b. Warren	0
Gunner Harris	ct. Slater	16	b. Penfold	0
Col. Oldershaw	b. Warren	2	b. Penfold	0
Gunner Morgan	b. Penfold	1	b. Warren	0
J. Edwards	b. Howes	0	b. Warren	6
Gunner Mitchell	b. Howes	0	Run out	0
Gunner Hall	Not out	0	b. Warren	0
No Balls		nil	No Balls	nil
Byes		2	Byes	3
Leg Byes		0	Leg Byes	nil
Wide Balls		1	Wide Balls	nil
Total first Innings		53	Total second Innings	28
Grand Total 2 Innings 81.				

49TH REGIMENT.

	First Innings.		Second Innings.	
Pte. Tavender	b. Ellis	5	b. Ellis	0
G. Rowe	ct. Roberts	0		
G. Ingram	b. Morgan	2	ct. Roberts	16
R. Howes	b. Ellis	8		
B. Gibson	ct. Mitchell	0		
Corporal Warren	ct. Mitchell	14	b. Morgan	1
Pte. Penfold	b. Ellis	5	Not out	6
Ens Eyre	b. Morgan	1		
Ens Yate	Not out	6	b. Ellis	0
Pte. Slater*	b. Ellis	7	Run out	7
Pte. Anson	b. Morgan	2	Not out	6
No Balls		nil	No Balls	nil
Byes		1	Byes	3
Leg Byes		0	Leg Byes	nil
Wide Balls		1	Wide Balls	nil
Total first Innings		46	Total second Innings	39
Grand total 2 Innings 85.				

Another match was played on the 22nd ultimo at the camp between the Officers of the Garrison with 4 substitutes, and 11 Non-commissioned Officers of H. M.'s 49th Regiment. The score was as follows:—

GARRISON.

	First Innings.		Second Innings.	
Capt. Paul, 20th N.I.	b. Howes	16	Run out	7
Gunner Morgan	b. Penfold	15	ct. Slater	5
Bomb. Roberts	b. w.	21	b. Warren	37
Lt. Gilmor, 20th N.I.	b. Howes	0	b. Howes	23
Ens. Wilson 49th Reg.	Run out	3	b. Howes	0
Ens. Eyre, 49th Reg.	b. Warren	1	ct. Howes	0
Gunner Ellis	Run out	2	b. Warran	4
Capt. Cresswell, 49th	b. Howes	10	Not out	6
Ens. Yate, 49th	Run out	6	b. Warren	2
Gunner Harris	Not out	0	b. w.	12
Col. Oldershaw, R. A.	b. Howes	16	Run out	14
Byes		6	Byes	3
Leg Byes		1	Leg Byes	1
Wide Balls		2	Wide Balls	nil
No Balls		nil	No Balls	nil
Total first Innings		108	Total second Innings	114
Grand total 2 Innings 222.				

M. M.'s 49TH REGIMENT.

	First Innings.		Second Innings.	
Pte. Penfold	Gibson† caught.	10	Not out	23
H. Tavender	Run out	32	Not out	2
G. Ingram	b. Morgan	19		
R. Howes	b. Ellis	22		
Sergeant Herne	b. Morgan	14		
Pte. Gibson	ct. Roberts	10		
T. Duckworth	ct. Morgan	1		
J. Slater	ct. Morgan	8		
Corporal Warren	b. Oldershaw	7		
Cte. Anson	b. Morgan	0		
Pte. Hicks	Not out	4	b. Morgan	5
Byes		3	Byes	8
Leg Byes		nil	Leg Byes	nil
Wide Balls		nil	Wide Balls	3
No Balls		nil	No Balls	nil
Total first Innings		130	Total second Innings	41

Wickets drawn at sunset, the result being in favour of the 49th Regiment on 1st innings by 22 runs.

A farewell match was played on the 29th ultimo, between the E-14 Royal Artillery and Her Majesty's 49th Regiment, resulting in favour of the latter by 51 runs.

H. M.'s 49TH REGIMENT OF FOOT.

	First Innings.		Second Innings.	
Pt. Penfold	ct. Ellis	2	ct. Smith	2
Pt. Compt	b. Col. Oldershaw	2	b. Ellis	1
Pt. Ingram	ct. Smith	6	b. Ellis	12
Sergt. Herne	b. Morgan	3	ct. Harris	0
Pte. Tavender	b. Ellis	16	ct. Roberts	4
Pte. Anson	b. Morgan	3	ct. Morgan	3
Ens. Yate	b. Morgan	8	b. Harris	15
Ens. Eyre	ct. Roberts	8	Not out	10
Pte. Duckworth	not out	0	ct. Morgan	0
Corpl. Warren	b. Ellis	5	b. Ellis	15
Pte. Howes	b. Morgan	2	b. Ellis	0
Byes		2	Byes	1
Leg Byes		1	Leg Byes	2
Wide Balls		3	Wide Balls	nil
Total 1st Innings		66	Total second Innings	70
Grand total 2 Innings 136.				

E-14 ROYAL ARTILLERY.

	First Innings.		Second Innings.	
Gunner Ratcliffe	ct. Howes	4	b. Penfold	3
Gunner Morgan	b. Penfold	3	ct. Ingram	5
Gunner Harris	b. Penfold	0	b. Warren	7
Bombr. Roberts	ct. Anson	10	ct. Howes	2
Gunner Mitchell	ct. Ingram	2	b. Penfold	2
Col. Oldershaw	ct. Penfold	24	b. Penfold	2
Mr. Edwards	ct. Penfold	3	ct. Howes	3
Bombr. Deighton	ct. Warren	0	ct. Slater	11
Dr. Ellis	b. Penfold	6	b. Penfold	0
Dr. Smith	ct. Penfold	3	Not out	0
Dr. Johnson	Not out	3	ct Slater	0
Byes		0	Byes	1
Total first Innings		49	Total second Innings	36
Grand Total 1st and 2nd Innings 85.				

* Duckworth substituted for Slater in 2nd Innings.
† Gibson substitute for Col. Oldershaw.
‡ Slater substituted for Comp in 2nd Innings.

Count Girgenti, whose whereabouts was for many days a mystery, has turned up in Paris, and has carried off his young wife to Pau to be near her mother, Isabella.—*Paris Letter.*

THE London correspondent of the *Leeds Mercury* writes:—"The 'women articles' of the *Saturday Review* have, I believe, passed into new hands since the death of Mr. Cook, and I do not think that there will be any more reason to complain of the 'girl-of-the-period' style of criticism. Both the old and the new dissector of the female sex are themselves women. Popular rumour has long attributed the original articles to the daughter of a late Judge; and the recent ones are from the pen of a popular lady novelist, who is contributing some essays on the same subject to *The Broadway*."

REPORT ON A PROJECT FOR THE DRAINAGE OF BOMBAY.

BY HECTOR TULLOCH, CAPTAIN ROYAL ENGINEERS.

UNTIL the publication of Mr. Rawlinson's last Report on the Drainage of Bombay, dated January 1868, the prevalent idea in the town seemed to be that the sewage should be discharged into the harbour. The reasons for this proposition have never seemed to me at all satisfactory. The greatest argument in its favour is that Bombay lies to the windward of the harbour. Almost every other consideration will convince us that the harbour is badly suited to the purposes of an outfall.

I will first show the aspect of the question from a physical point of view. If the island of Bombay sloped down towards the harbour there would manifestly be a great advantage in taking the sewage in that direction, but the slope of the greater portion of the island is actually in the contrary direction—right away from the harbour towards the west. It is clear, therefore, that if the outfall is situated in the harbour the sewage will have to flow in the opposite direction to that in which it would flow if left to itself. Now, the only way in which this could be effected would be by putting the sewers at a great depth below ground; so, on the face of the thing, we should be driven to a most expensive expedient to carry out an arrangement for which, as I shall presently show, there is no necessity.

If, however, the sewage were discharged into the harbour, would the inhabitants be rid of it? In considering this question it should be borne in mind that the only facts we have on record to guide us are Mr. Jaggonath Sadasew's float experiments. They are valuable so far as they go, but they are very imperfect. Such as they are, however, most people who reason on them will probably come to the same conclusion. This is, that casting the sewage into the sea on any point on the eastern side of the island may be attended hereafter with some risk to the health of the inhabitants, and that much nuisance must inevitably arise to the shipping from such a course of proceeding. It may be contended by a few that the sewage, being mixed with so large a body of water, would become extremely diluted, and thus be rendered harmless. I am not of that opinion.

I am told that the nuisance even from the present main drain of the Fort is at times very great. Even if this were not so, I should still hesitate to draw the inference that because there is no nuisance at present from this drain therefore there will be none in the future from the main drain of Bombay. The nuisance from foul matter of any kind must, *ceteris paribus*, be directly proportional to its quantity. Now, the main drain of the Fort is, comparatively speaking, quite an insignificant work. It conveys away the sewage of only about 80,000 people, and does this under an incomplete system of drainage. When Bombay is drained under a complete scheme, the main drain, wherever it may be situated, will have to discharge the sewage of nearly one million people, and fifty years hence of probably two millions of people. Let me try and convey to the mind what this means. It means 4,400 cubic feet of sewage every minute, night and day without interruption. Wherever on the coast such a large quantity of filthy matter is discharged, I maintain that it will make its presence known. Indeed the most serious consequences might arise if we acted on a judgment, founded simply from considering the main drain in the Fort, which, except during rainy weather, has not more than 12 inches of water flowing through it during the day.

What gives Bombay its importance in India is its magnificent harbour. No other town in the peninsula offers such great facilities to the shipping trade as this favoured little island. If it is the harbour which makes the town, as I should fancy all will admit, would it not be indiscreet, to say the least of it, to do anything that should detract from the advantages which that harbour holds out to all the world to trade with India? Before, therefore, discharging the sewage into the sea at Colaba, should it not be shown by the advocates of that measure that the sewage could not return to the harbour nor cause a nuisance there? Can these propositions be maintained with even a show of reason in the face of Mr. Jaggonath Sadasew's float experiments, all of which with handy an exception, go far to prove the direct contrary? Could even the majority of those interested in the question be got to believe in them? Until it is clearly demonstrated that the sewage of Bombay cannot be got rid of otherwise, the harbour should never be permitted to be polluted with it.

Looking at the question of drainage from a purely engineering point of view, and setting aside for the present all sanitary considerations whatsoever, I hope to be able to prove the necessity of the abandonment of the harbour as the outfall. A careful examination of the accompanying map of Bombay * on which the levels of the different districts and streets are marked can hardly fail to convince an engineer that the natural drainage line runs along the following streets:—Syed Abdool Rahimon Street, Bappoo Kote Street, Falkland Road, and so on to the Flats. This is clearly the valley line, and, therefore, from a *prima facie* point of view, the direction in which the main sewer should run—provided of course that no objection of a serious nature can be urged against it. There is a very serious objection which compels us to abandon this line. That objection is that the present main drain which, in parts, is 20 feet wide, runs along this very valley line. The new main sewer could not be built in this direction without destroying this large drain, which will still be required for purposes of rainfall. In altering the course of the main sewer, I propose to carry it along those streets which run as close to the valley line as possible.

The first advantage which will be secured by adopting the valley as the main line of drainage will be that all the street sewers will have better slopes than could be given to them under other circumstances. It is impossible for me to prove this by any amount of writing. But if any one should doubt the statement, he can easily test it by running the main sewer along some other line. He will find that the nearer the main sewer runs to the valley the better will be the slopes of the street sewers, and that the further the sewer is removed from the valley the worse will be their slopes. The importance of this can hardly be exaggerated, inasmuch as the successful working of every system of drainage depends more on the slopes of the sewers than perhaps on anything else. The less the slopes the greater must be the deposit in the sewers, the greater the slopes the less the deposit.

The second great advantage of carrying the sewage towards the flats is connected with the soil. On the accompanying map of Bombay† the geology of the island is delineated. It will be seen that the main sewers will run in the "alluvium and superficial deposits," the strata which are the cheapest for the engineer to work in. There will be a little rock cutting involved in the branch sewer to the Elphinstone Reclamation, but under any system of sewerage some rock cutting would be necessary. The eastern portion of the island is separated from the rest of the town by a ridge of hills of trap rock. It would therefore manifestly be impossible to bring the sewage of the two districts to one point without passing through the hills.

If the depth of cutting which always materially affects the cost of drainage works be considered, it will be found that it is far less under the proposed system than that which any other line of main sewerage would involve. In fact, the depth of the cuttings will be moderate throughout, and wherever rock abounds there the cuttings for the street drainage will be reduced to a minimum.

But perhaps the greatest of all advantages will be of a prospective nature. In an important town like Bombay which has already set up its claim to be considered the capital of India, and which is increasing in size, population, and importance every year, no system of drainage should be adopted which will not suit the town spreads, but they should still form part of one grand scheme. They should be additions to that scheme, not systems apart from it.

I am given to understand that the direction in which the town has always shown a tendency to spread is towards the Flats. Now, as this is the direction in which it is proposed to take the sewage, it should be clear to every one that this is the very part of Bombay that would drain the best of all. The main sewer would pass through the Flats and of course the most rapid falls could be secured for the street drains.

But this is taking a very simple case. I will put a much more difficult one. Suppose the town were to spread a mile beyond Parell, or suppose even that the whole island were to be covered with habitations, how would the proposed project answer in that case? My reply is that this project has been expressly designed for the drainage of the whole island. A short inspection of the accompanying map of Bombay† will show that the lowest portion of the island is the valley running from the Flats right up to the northern coast. Now, if the entire island were thickly populated, all that would be required for its drainage would be to carry a sewer from the north along the bottom of this valley to the Flats. I have so arranged the levels of the proposed works that this sewer would be at a sufficient depth below ground to drain the whole of the island effectually, and would enter the Pumping Station at Love Grove at the same level as the sewer from the south. In other words, all the sewage of the future town of Bombay could still be concentrated at one point, to be there dealt with under one management. And this brings me to the question of pumping.

Whatever outfall may be selected it is a physical impossibility to discharge the sewage without the help of pumps. A large portion of Bombay lies below high tide level. Some parts of the island are elevated only a few feet above low water mark. Under these circumstances it is clear the sewage could not be made to flow into the sea without artificial aid. Nor is the case altered if we decide to utilise the sewage on land. There is no land lying at a sufficiently low level and away from the influence of the tides on which the sewage could be used without first being raised. It is thus a matter of necessity (in which the engineer has no choice at all) to employ pumping in order to get rid of the sewage. If this truth be recognised as established, I will try and point out the advantages to be gained by leading the sewage towards the Flats.

The Flats near Love Grove are, I should fancy, too well known to need any description at my hands. It is universally admitted among sanitarians that a high death-rate generally accompanies swampy ground. Indeed, one of the most essential conditions of health is a dry dwelling. Dirt and stagnant water abound in low lying districts. If we rightly estimate the value of houses free from damp we must see the importance of preventing the Flats from being inundated, as they now are, *i. e.*, for about five or six months together at a time. I feel certain that the reclamation of the Flats would in a very short time be followed by a reduction in the death-rates throughout the town, and no drainage project therefore should command the confidence of the inhabitants which ignores the necessity of preventing the formation of swamps in the island.

It has been proposed to raise the Flats, but I cannot see what good result, commensurate with the cost, would follow unless the whole of the island were raised above high tide level. It appears to me that the reason why the Flats are swamped has not been sufficiently considered, or the proposition of elevating them would never have been made.

Taking mean sea level at 50 feet above datum line the following will be the levels of the different tides:—

High water spring tides	57·25*
High water neap tides	55·00
Mean sea level	50·00
Low water neap tides	45·00
Low water spring tides	42·75

The Flats vary in level. Parts are as low as 47·00. There is a considerable area at 48. The average level may be taken at about 49·00 or 50·00 and the highest level at 54.

Now, when a storm overtakes the town it depends entirely on the state of the tide at the time how deep the lower parts of the island are under water. The greatest storm that has ever visited Bombay during the last 20 years was that of the 9th of August last, when 14·21 inches of rain fell in 24 hours. Parts of the town were three feet under water. The level of the water on the Flats was at 54·50 above datum, and the level of the water in the town stood as high as 58·00. The tide rose to 55·83. In such storms the rain collects on the Flats very much quicker than the sluices at Love Grove and elsewhere can discharge it, and the effect of raising the Flats without enlarging the sluices would simply be to throw a larger body of water on to the town. The water must accumulate somewhere. It cannot escape to the sea, because the sluices are not nearly large enough. During spring tides the sea would for several hours be higher than the floods, and the sluices could not be kept open at all. Where then is the water to stay during this time if the Flats are raised? It is evident that it must run to the lower parts of the island wherever they may be, and these will then take the place of the present Flats and become the swamps of Bombay in their turn. So that all we shall have done by elevating the Flats will be virtually to remove them to some other locality. Would this be worth the expense?

The fact is that before the Breach Vellard was constructed, the town was not liable to floods by rain, because the rain could always escape to the sea. It was, however, liable to floods by the sea, because the sea could enter through the breach. The construction of the Breach Vellard has solved only half the problem. It has kept the sea out, but unfortunately it has also kept the rain in. No one can doubt this who has been in Bombay during the months from June to November. That Flats are always under water at that time. The remaining half of the problem is, cannot the rain be allowed to flow into the sea so that there shall be no swampy ground at all in the island? I am certain it can. Even after such an extraordinary storm as that of the 9th of August last, if proper arrangements had been previously made, the Flats should have been dry the day after.

If I have rendered myself clear, it will be seen that during heavy falls of rain some part or other of the island must be under water; that if in order to prevent this state of things, it were determined to raise the lower lands, no part of the island should be allowed to remain below the level of high water of extraordinary spring tides, or below 60½ above datum. Unless this were done, there would still be portions of Bombay liable to be flooded. But to raise the lower lands to anything like this level would be pecuniarily impossible. It is altogether out of the question I do think, therefore, that the idea of relieving the town of floods by raising any part of the island should be entirely abandoned. The difficulty must be overcome by other means, but before pointing them out it is necessary that the object in view should be kept in mind.

The area which drains into the Flats and the lower parts of the island is 16 square miles. The greatest fall of rain during the last 20 years in 14 inches in 24 hours, and this amounts over that area to 520,000,000 cubic feet. This is a tremendous body of water to deal with, but we know for a fact that this quantity did actually flood the island on the 9th August last, and it would not be right to ignore the circumstance. The problem which I have set to myself, therefore, is this. Can 520,000,000 cubic feet of water be run off into the sea in one day during those hours when the tide is below the floods? The question is immensely complicated by the fact that the problem varies with the state of the tide when the storm takes place. If spring-tides are prevailing the sea must rise above the level of the floods, which cannot in that case be discharged for many hours of the day. On the other hand, if neap tides are prevailing, there will be very few hours when the floods may not be relieved. At a first glance, therefore, it would appear that the most unfortunate state of things for the town would be for a great storm to take place while springtides prevailed. But this is only not the case. The worst state of things is when a storm occurs during neap tides, the very worst of all during extraordinary neaps. A little consideration will render the matter clear.

During spring-tides the sea rises of course very much higher than during neaps, but on the other hand, it falls very much lower, and this is of the greatest importance. The bed of water in the former case is considerably more than that in the latter, and the consequence is that during the hours at spring-tides when the sea is lower than the floods, much more water can be passed off than during a greater number of hours at neaps.

It is evident, therefore, that if during neap tides the floods can be relieved in 24 hours of a storm of water over the island amounting to 14 inches in that time, we shall have provided for the worst state of things—a state that may not occur in 50 years. I propose therefore to construct three sluices each 120 feet long—one at Love Grove, one at Worlee, and one at Daravee. These works with the present sluices, will in one day discharge all the rain (taken at 14 inches in 24 hours) which falls on the area draining towards the Bombay swamps. That is to say, that if a storm similar to that of the 9th of August last occurs even during neap tides, the whole of the water standing on the island will be discharged into the sea within a single day.

The difficulty has not yet been entirely got over, for there is another point demanding consideration. This is, that in great storms during those hours of the day when the sluices cannot be kept open, the lower parts of the town may still be liable to floods in consequence of the rain not being able to run off to the Flats as rapidly as it falls. In fact, the question whether the state of things would be occurred on the 9th of August last can be prevented. It may be quite true that all the floods might, with proper sluices, have been discharged into the sea in 24 hours, but would not the water still have collected in the town itself, as it actually did while the sluices could not be kept open, and in consequence of the mouth of the main drain being dammed up by the floods on the Flats. This is a very important question, and will show that another great advantage has been secured by this project.

I have already pointed out that pumping must under any circumstances be resorted to before the sewage of Bombay can be disposed of. By leading the sewage towards the Flats we shall require the engines to be erected there. Now, these engines in a time of great emergency like a storm will be most admirably situated for two purposes, in addition to their ordinary one, viz., that of pumping up the sewage only. The first is that of helping towards relieving the Flats, and the second, which is much the more important one, is that of keeping the town from being flooded. We can afford to let the Flats lie under water for a few hours, as nobody will be inconvenienced thereby, but it would never do to let the town get swamped.

There will be three engines, each of 150 horse-power. Two of these will be sufficient, in ordinary dry weather, for pumping the sewage to the irrigation lands. In times of extraordinary storms (but not oftener on the average than once a year) the sewage for a few hours might, with hardly any nuisance, be pumped into the sea. If this were done one engine would be enough for the purpose, as the lift in that case would be only half of that required when the sewage had to be raised for irrigation. Two of the engines would thus be free for keeping the town dry; and if the work of the Flats got back, that is to say, if it were the time of day when there was little or no sewage, even the third engine could be put to the other duty. And if all the engines were worked to their utmost power, there would be about five or six hundred horse-power employed in pumping the town dry.

These engines would draw the water directly from the town itself by a sewer running under the Flats, and so arranged that the floods on the latter would be entirely excluded from the sewer. In fact the rain would be allowed to collect on the Flats, but not in the town. The Flats would be relieved as soon as the tide went down, and so too would the town itself; but while the sluices could not be opened and the rain continued, the engines would be exerting their utmost power to keep the town dry, and, even in the rare case of a great storm occurring simultaneously with a neap tide, they would still, I believe, be successful in effecting the desired object.

If extraordinary neap tides prevailed during the storm, it would be impossible without the help of pumps to get the Flats dry, because at no time of the day would the floods be entirely above the level of the sea. Low water of extraordinary neaps is 48·75 feet above datum, and parts of the Flats are as low as 47. Over those parts, therefore, there would be nearly two feet of water standing which could not escape through the sluices even when the tide was at its lowest. In this very peculiar case, after the town had been relieved, the engines would be set to work to pump the floods on the Flats, and the whole island would be dry in the course of a few hours.

Now it should be clear that such a number of advantages could never be secured by a project which had its engines erected on the harbour side of the island to pump the sewage into the sea in that locality. By placing the engines on the western edge of the Flats we shall be near the sea, and we shall have them in the very best position to meet all emergencies arising in times of great storms.

If, as I have shown above, some part of the island must be under water for some hours during heavy rain, I trust it will be granted that no object will be answered by raising the flats. Indeed a very important one will be gained by letting them be what they now are: at present they form a reservoir for storm water while the sea rises above the floods, and for this object I would still retain them.

(To be continued.)

* To reduce these levels to Colonel DeLisle's datum add 20·7 to each.

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* *Vide* Plan No. 1.
† *Vide* Plan No. 2.
‡ *Vide* Plan No. 1.

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CURRENT ACCOUNTS.

These will be made up to the 30th June and 31st of December in each year, and if the balance shall not at any time during the half year have been below Rs. 1,000, interest at the rate of 2 per cent. per annum will be allowed on the minimum monthly balances. No interest will be allowed above one lac.

Deposits for fixed periods are received at interest, particulars of which may be obtained at the Bank as also any information as to rules of business, &c.

DISCOUNTS, LOANS, &c.

The Bank discounts, approved Local Bills, grants Loans on Government Paper, Bullion, Bank Stock, and approved Shares and other Securities.

All Remittances to be endorsed "Pay Comptoir d'Escompte de Paris, or order."

E. J. HARDCASTLE,
Acting Manager.

9, Rampart Row, Bombay, 16th October 1868.

ORIENTAL BANK CORPORATION.—IN.

CORPORATED BY ROYAL CHARTER.

The current rates of Exchange are:—

On London at 6 months' sight			per Rupee
"	4	do.	1s. 11 /8d. do.
"	3	do.	1s. 11 1/4d. do.
"	2	do.	1s. 11 3/16d. do.
"	1	do.	1s. 11 1/8d. do.
		demand	1s. 11 1/16d. do.
On Scotland		do.	1s. 11 d. do.
On Ireland		do.	1s. 10 15/16d. do.
On Paris		do.	1s. 10 7/8d. do.

Circular Notes payable throughout Europe. 1s. 10 7/8d. do.
No Drafts at four months' sight are granted for sums under £50
Sums under £20 are only drawn for on demand.

All Treasury Drafts, Hoondees and other orders for realization to be endorsed "Pay the Oriental Bank Corporation, or order."

Any information as to rules of business may be had on application at the Office or by letter to the Agent.

KURRACHEE SUB-AGENCY.

An Agency of the Corporation has been opened at Kurrachee, where Deposits are received on the same terms as at Bombay. The Agent also buys Bills on England and elsewhere, and grants Drafts on the Head Office and Branches of the Corporation.

Bombay, 22nd October 1868.

THE DELHI AND LONDON BANK (LIMITED).—ESTABLISHED in India 1844.

Capital *One Million Sterling*, in 20,000 Shares, of £50 each.—Paid up Capital £397,825.

HEAD OFFICE, LONDON—J. C. PARRY, Esq., General Manager.
BRANCHES:—Calcutta, Bombay, Delhi, Lahore, Allahabad, Mussoorie, Lucknow, and Agra.

London Bankers—Union Bank of London.

EXCHANGE.

6 months' sight	on	at 1s. 11 3/8d.	per Rupee.
4	do.	at 1s. 11 1/4d.	"
3	do.	at 1s. 11 3/16d.	"
2	do.	at 1s. 11 1/8d.	"
1	do.	at 1s. 11 1/16d.	"
On demand		at 1s. 10 15/16d.	"
On Scotland and Ireland		at 1s. 10 15/16d.	"
Circular Notes		1s. 10½d.	"

No Drafts at four months' sight are granted for sums under £50
Sums under £20 are only drawn for on demand.

CURRENT ACCOUNTS

Are made up to the 30th June and 31st of December in each year, and if the balance has not any time during the half year been below Rs. 1,000, Interest at the rate of 2 per cent. per annum is allowed on the minimum monthly balances. No interest is allowed on sums above one lac.

FIXED DEPOSITS.

Subject to 3 months' notice of withdrawal	3	per cent. per annum
6 ditto	4	do.
12 ditto	6	do.

Any further information as to Rules of Business, &c., may be had on application to the Manager.

Remittances to be endorsed thus:—"Pay to the Delhi and London Bank Limited, or order."

Hours of Business—10 to 3; Saturdays, 10 to 1.

G. W. BOOKER, Manager,
Delhi and London Bank, Limited.

Bombay, 27th Oct., 1868

AGRA BANK (LIMITED).

CAPITAL £1,000,000 (ONE MILLION STERLING.)
IN 100,000 SHARES OF £10 EACH.

HEAD OFFICE—NICHOLAS LANE, LOMBARD STREET, LONDON, E.C.

EDINBURGH BRANCH—17, ST. ANDREW SQUARE

BRANCHES IN INDIA.

CALCUTTA	BOMBAY
MADRAS	KURRACHEE
AGRA	LAHORE

The Bombay Manager grants Bills of Exchange at the following rates on London at 6 months sight at 1/11 3/8 per Rupee

4	do.	1/11 1/4 "
3	do.	1/11 3/16 "
2	do.	1/11 1/8 "
1	do.	1/11 1/16 "
On demand		1/11 "
On Scotland		1/11 "

No drafts at six months sight are granted for sums under £50 and sums under £20 are only drawn for on demand.

Interest.

On Deposits repayable on demand will be credited half yearly (on 30th June and 31st December) at the rate of 2 per cent. per annum on the minimum monthly balance not exceeding Rs. 1,00,000 upon all accounts the balances of which have not during the six months fallen below Rs. 1,000. When such has been the case, no interest will be allowed.

On Fixed Deposits subject to 3 months Notice of withdrawal 3 per cent. per ann.

Do.	6	do.	4
Do.	12	do.	5
Do.	24	do.	6

The Bank takes charge of Government Paper and other ecurities for constituents without charge.

All Drafts or Hoonsiles forwarded for realisation should be made payable to the Agra Bank, limited or order.

Hours of business 10 to 3, Saturday 10 to 1.

Bombay, 23rd October 1868. EDWARD MORRISS Manager.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

EXCHANGE.

The Bank grants Drafts on London, Scotland, and Ireland, Circular Notes negotiable in Egypt, Syria, and the principal Towns of Europe at the following current rates of Exchange:—

On London, at 6 mas' sight above		£50	1s. 11½d. per Rupee
"	4	do.	1s. 11 /8d. "
"	3	do.	1s. 11 1/16d. "
"	2	do.	1s. 11 "
"	1	do.	1s. 10 15/16d. "
		On demand	1s. 10 7/8d. "
On Scotland		do.	"
On Ireland		do.	"

Circular Notes for the use of Travellers on the Continent and to Europe Overland at 1 day's sight. } 1s. 10 13/16d. "

The Bank purchases Bills and grants Drafts payable in Calcutta, Madras, Ceylon, Hongkong, Shanghai, Singapore, Penang, Mauritius and Colombo.

The Bank also draws on the Branches of the Bank of New South Wales.

INTEREST.

On Deposit accounts payable on demand Interest will be credited half yearly, on 30th June and 31st December, at the rate of two per cent. perannum on the daily balance not exceeding one Lac Rupees.

ON FIXED DEPOSITS.

12 months			6 per cent.
6	do.		5 "
3	do.		3 "

COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies, without charge, and realizes interests and Dividends thereon on the following terms:—

If to be remitted in Bank's Drafts, without charge.

If to be paid in India, a Commission will be charged of ¼ per cent.

On returning Government Paper or Share Certificates out of safe custody, or when sold on paying the proceeds of such sale in India, a commission will be charged of ¼ per cent. But if proceeds are remitted on the Bank's Drafts, without charge.

Commission charged on purchase and sale of Government Securities ¼ per cent.

All Letters should be addressed and Hoondees made payable to the Agent, Chartered Mercantile Bank.

Bombay, 2nd September 1868.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

HEAD OFFICE—HATTON COURT, THREADNEEDLE STREET, LONDON.

INCORPORATED BY ROYAL